

Bret Kent - Re: IPSC Spec 45615 LAP-4098/4100 Proposal 3GS-1034B

From: Bret Kent<Bret-K@ipsc.com> (Bret Kent)
To: guy.i.drake@power.alstom.com
Date: 12/20/2010 12:54 PM
Subject: Re: IPSC Spec 45615 LAP-4098/4100 Proposal 3GS-1034B
CC: Ralph Newberry; gary.c.allen@power.alstom.com

Guy,

Pricing came from email on 5/12/03, which I see now was updated a day later. Budget numbers were developed from pricing provided 5/8/02 which matched the number from 5/12/03. We'll see if we can make the most recent pricing work within our budget.

Regards,

~~~~~  
 Bret Kent  
 Intermountain Power Service Corp  
 850 West Brush Wellman Rd  
 Delta, UT 84624

ph. (435) 864-6447  
 fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 10/30/2003 7:02:21 AM >>>

Bret,

Please refer to an email of 5/13/03 to Mr. Nelson and yourself. (Attachment to that email below). Compare this sheet with the quote page attached.

I don't see where your price of \$2,245,400 comes from. If you compare the budget with the new quote removing the extra set of rotor seals the total price went up ~1.3%. The reason for the increase and the individual price of the Clearflow mod's is higher is the second set doesn't ship until **2005**. Our pricing was good for delivery thru March 2004.

|                | Quote 3GS-1034B   | Budget Quote 3GS-1034 |
|----------------|-------------------|-----------------------|
| Clearflow Mods | \$2,459,250       | \$2,411,600           |
| Rotor Seals    | \$59,240 (4 sets) | \$62,400              |
| Service Rep    | \$107,400         | \$114,600             |
| Gauges         | \$22,300          | \$24,800              |
| Total          | \$2,648,190       | \$2,613,400           |

Thanks.

Guy Drake  
 APC



**Bret Kent** <Bret-K@ipsc.com>

10/29/2003 07:06 PM

**To:** Guy I. Drake/USWEL01/Power/ALSTOM@GA  
**cc:** Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA  
**Subject:** Re: IPSC Spec 45615 LAP-4098/4100 Proposal 3GS-1034B

**Security Level:?** Internal

Guy,

We have just started reviewing your proposal. One item that really got our attention was the price jump.

Please provide explanation for approximate 10% cost increase for ClearFlow mods. \$2,459,250 vs. \$2,245,400.

Thanks,

Bret

>>> <guy.i.drake@power.alstom.com> 10/29/2003 2:57:41 PM >>>

Bret,

Attached is our proposal which has been put in the mail also.

Please note if you issue a letter of intent and we start work we would need to be compensated for it. The LOI should read something like "We (IPSC) hereby issue this letter of Intent to award to Alstom Power Inc. Air Preheater Company and authorize Air Preheater Company to proceed on the basis of Air Preheater Company's proposal 3GS-1034B, based on Air Preheaters T&C's stated therein. IPSC agrees that the final negotiated terms and conditions shall apply from execution date forward, and that all work performed by Air Preheater Company prior to that date shall have been executed under Air Preheater's T&C's and in accordance with Air Preheater's proposal and payment schedules".

We just need to be covered so we can order materials right away. Thank you.

Guy Drake  
Project Manager  
APC

**Bret Kent - Re: IPSC Spec 45615 LAP-4098/4100 Proposal 3GS-1034B**

**From:** Bret Kent<Bret-K@ipsc.com> (Bret Kent)  
**To:** guy.i.drake@power.alstom.com  
**Date:** 12/20/2010 12:54 PM  
**Subject:** Re: IPSC Spec 45615 LAP-4098/4100 Proposal 3GS-1034B  
**CC:** Ralph Newberry; gary.c.allen@power.alstom.com

Guy,

Pricing came from email on 5/12/03, which I see now was updated a day later. Budget numbers were developed from pricing provided 5/8/02 which matched the number from 5/12/03. We'll see if we can make the most recent pricing work within our budget.

Regards,

~~~~~  
 Bret Kent
 Intermountain Power Service Corp
 850 West Brush Wellman Rd
 Delta, UT 84624

ph. (435) 864-6447
 fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 10/30/2003 7:02:21 AM >>>

Bret,

Please refer to an email of 5/13/03 to Mr. Nelson and yourself. (Attachment to that email below). Compare this sheet with the quote page attached.

I don't see where your price of \$2,245,400 comes from. If you compare the budget with the new quote removing the extra set of rotor seals the total price went up ~1.3%. The reason for the increase and the individual price of the Clearflow mod's is higher is the second set doesn't ship until **2005**. Our pricing was good for delivery thru March 2004.

	Quote 3GS-1034B	Budget Quote 3GS-1034
Clearflow Mods	\$2,459,250	\$2,411,600
Rotor Seals	\$59,240 (4 sets)	\$62,400
Service Rep	\$107,400	\$114,600
Gauges	\$22,300	\$24,800
Total	\$2,648,190	\$2,613,400

Thanks.

Guy Drake
 APC



Bret Kent <Bret-K@ipsc.com>

10/29/2003 07:06 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc: Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 LAP-4098/4100 Proposal 3GS-1034B

Security Level:? Internal

Guy,

We have just started reviewing your proposal. One item that really got our attention was the price jump.

Please provide explanation for approximate 10% cost increase for ClearFlow mods. \$2,459,250 vs. \$2,245,400.

Thanks,

Bret

>>> <guy.i.drake@power.alstom.com> 10/29/2003 2:57:41 PM >>>

Bret,

Attached is our proposal which has been put in the mail also.

Please note if you issue a letter of intent and we start work we would need to be compensated for it. The LOI should read something like "We (IPSC) hereby issue this letter of Intent to award to Alstom Power Inc. Air Preheater Company and authorize Air Preheater Company to proceed on the basis of Air Preheater Company's proposal 3GS-1034B, based on Air Preheaters T&C's stated therein. IPSC agrees that the final negotiated terms and conditions shall apply from execution date forward, and that all work performed by Air Preheater Company prior to that date shall have been executed under Air Preheater's T&C's and in accordance with Air Preheater's proposal and payment schedules".

We just need to be covered so we can order materials right away. Thank you.

Guy Drake
Project Manager
APC

Bret Kent - Reevaluation with Updated Annual Fuel Savings

From: Bret Kent<Bret-K@ipsc.com> (Bret Kent)
To: Gary Allen
Date: 12/20/2010 12:54 PM
Subject: Reevaluation with Updated Annual Fuel Savings
CC: guy.i.drake@power.alstom.com

Gary,

With the enlightenment I received on pricing yesterday, I need to make a quick budget evaluation. In order to complete this work I need a set of updated cost savings numbers so I can present the best possible Rate of Return.

The last set of number came from July of 2002, a lot has changed since then.

Could you do a cost saving based on our actual data vs ClearFlow.

Updated Numbers (per 2 Air Heaters):

Air Entering [#Hr]: 6,030,470
 Air Leaving [#Hr]: 5,728,140
 Gas Entering [#Hr]: 7,132,104
 Gas Leaving [#Hr]: 7,434,434

Air Entering [Deg F]: 67
 Air Leaving [Deg F]: 679
 Gas Entering [Deg F]: 755
 Gas Leaving [Deg F]: 305

Delta P Air ["WG]: 5.1
 Delta P Gas ["WG]: 8.4

Fuel Cost [\$/MMBTU]: 1.52
 Power Cost {\$/KWhr}: 0.025

Thanks for your help. Please reply with estimate of how quickly you can turn this around.

Regards,

~~~~~  
 Bret Kent  
 Intermountain Power Service Corp  
 850 West Brush Wellman Rd  
 Delta, UT 84624

ph. (435) 864-6447  
 fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

## Bret Kent - Payment Schedule

---

**From:** Bret Kent<Bret-K@ipsc.com> (Bret Kent)  
**To:** guy.i.drake@power.alstom.com  
**Date:** 12/20/2010 12:56 PM  
**Subject:** Payment Schedule  
**CC:** James Nelson; Ralph Newberry

Guy,

In order to accommodate the increases in cost into this years budget, can the following payment schedule be approved?

### 2003-2004 Budget Year

\$240, 500.....4 Weeks After Receipt of PO and Receipt of Installation Drawings by IPSC  
 \$480,000.....8 Weeks After Receipt of PO and Receipt of Raw Materials  
 \$360,000.....Upon Receipt of Shipment of Unit 2 Hardware at IPSC  
 \$55,000.....Completion of Unit 2 Tech Service - Including Training Classes  
 \$67,000.....Upon Acceptance of Unit 2 - Completion of Testing - Within 60 Days of Installation

Total Paid 2003-2004: **\$1,202,500**

### 2004-2005 Budget Year

\$302,000.....To Be Invoiced No Sooner than June 30, 2004 - Includes Delivery of 5th Rotor Seal Set  
 \$300,000.....Release to Shop  
 \$600,000.....Release Date Plus 8 Weeks and Receipt of Raw Materials  
 \$450,000.....Upon Receipt of Final Shipment at IPSC  
 \$55,000.....Completion of Tech Service for Unit 1  
 \$89,600.....Upon Acceptance of Unit 1 - Completion of Testing - Within 60 Days of Installation

Total Paid 2004-2005: **\$1,796,600**

**Total Paid All Years: \$2,999,100**

I appreciate your consideration of this matter. If you have any questions, please feel free to call.

Thanks,

~~~~~  
 Bret Kent
 Intermountain Power Service Corp
 850 West Brush Wellman Rd
 Delta, UT 84624

ph. (435) 864-6447
 fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

Guy,

In order to accommodate the increases in cost into this years budget, can the following payment schedule be approved?

2003-2004 Budget Year

\$240, 500.....	4 Weeks After Receipt of PO and Receipt of Installation Drawings by IPSC
\$480,000.....	8 Weeks After Receipt of PO and Receipt of Raw Materials
\$360,000.....	Upon Receipt of Shipment of Unit 2 Hardware at IPSC
\$55,000.....	Completion of Unit 2 Tech Service - Including Training Classes
\$67,000.....	Upon Acceptance of Unit 2 - Completion of Testing - Within 60 Days of Installation

Total Paid 2003-2004: \$1,202,500

2004-2005 Budget Year

\$302,000.....	To Be Invoiced No Sooner than June 30, 2004 - Includes Delivery of 5th Rotor Seal Set
\$300,000.....	Release to Shop
\$600,000.....	Release Date Plus 8 Weeks and Receipt of Raw Materials
\$450,000.....	Upon Receipt of Final Shipment at IPSC
\$55,000.....	Completion of Tech Service for Unit 1
\$89,600.....	Upon Acceptance of Unit 1 - Completion of Testing - Within 60 Days of Installation

Total Paid 2004-2005: \$1,796,600

Total Paid All Years: \$2,999,100

I appreciate your consideration of this matter. If you have any questions, please feel free to call.

Thanks,

~~~~~  
Bret Kent  
Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

**From:** <gary.c.allen@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**CC:** guy.i.drake@power.alstom.com  
**Date:** 12/20/2010 1:17 PM  
**Subject:** Re: Reevaluation with Updated Annual Fuel Savings  
**Attachments:** Revised IP Secondary New Flowes and Temps Annual Fuel Savings Evaluation 1.pdf;  
Revised IP Secondary New Flowes and Temps Annual Fuel Savings Evaluation 2.pdf

Dear Bret,

Attached is the requested revision.

(See attached file: Revised IP Secondary New Flowes and Temps Annual Fuel Savings Evaluation 1.pdf)

(See attached file: Revised IP Secondary New Flowes and Temps Annual Fuel Savings Evaluation 2.pdf)

Please call or e-mail if any questions.

Gary



## ANNUAL FUEL SAVINGS EVALUATION

**CUSTOMER:**

Air Preheater Size

**LAP-**

Intermountain Power Agency, Lynndyl #1 &amp; 2

2-33.5-VI-64 (72" Casing) Secondary

4098 / 4100

Date: 10/30/2003

|                        | BASE                      | w/ClearFlow™ |
|------------------------|---------------------------|--------------|
|                        | Data from IPSC 10/30/2003 |              |
| Air Ent. #/Hr          | 6,030,470                 | 6,104,140    |
| Air Lvg. #/Hr          | 5,728,140                 | 5,728,140    |
| Gas Ent. #/Hr          | 7,132,104                 | 7,132,104    |
| Gas Lvg. #/Hr          | 7,434,434                 | 7,508,104    |
| Air Ent. Deg. F.       | 67                        | 67           |
| Air Lvg. Deg. F.       | 679                       | 698          |
| Gas Ent. Deg. F.       | 755                       | 751          |
| Gas Lvg. Deg. F. (Unc) |                           | 282          |
| Gas Lvg. Deg. F. (Cor) | 305                       | 272          |
| ACET Deg. F.           | 179                       | 175          |
| Delta P Air "WG        | 5.10                      | 3.50         |
| Delta P Gas "WG        | 8.40                      | 5.65         |
| Hot End Diff. "WG      | 7.60                      | 7.60         |
| Cold End Diff. "WG     | 21.10                     | 16.75        |

**Element:**

Future

Hot End

Intermediate

Cold End

DL/22/36"

DL/22/16"

N6/18/12"

DL7™/22/41"

DL7™/20/41"

Fuel Cost \$/s

\$1.52

From customer

Load %

100%

\$/KW

\$0.025

From customer

**I. SUMMARY - ANNUAL FUEL SAVINGS**

|                               |                     |                     |
|-------------------------------|---------------------|---------------------|
| Fuel Savings                  | \$11,342,767        | \$11,694,911.80     |
| Fan Costs                     | -852,530            | -563,345            |
| Installation                  |                     |                     |
| <b>Net Savings</b>            | <b>\$10,490,237</b> | <b>\$11,131,567</b> |
| <b>Increased Fuel Savings</b> |                     | <b>\$641,330</b>    |

|                                |             |                  |
|--------------------------------|-------------|------------------|
| ClearFlow™ cost                | \$1,229,625 | Present Pricing  |
| Replacement of present element | \$923,700   | May 2002 pricing |
| Difference to go to Clearflow™ | \$305,925   |                  |

**Payback in 5.7 months.**

IP7\_022270

# I. ANNUAL FUEL SAVINGS

Fuel Savings = Wa x Δ T x Cpa x Fuel Cost x Annual Load

Where:

Wa = Weight of Air Lvg. In #/Hr

Δ T = Air Rise in Deg. F.

Cp = Specific Heat Air

Fuel Cost = \$/MMBTU

Annual Load = Hrs/Yr. Unit is operating

|         | Wa        |   |          |   | ΔT         |   | Cpa   |   | Fuel Cost |   | Annual Load |   | Fuel Savings    |
|---------|-----------|---|----------|---|------------|---|-------|---|-----------|---|-------------|---|-----------------|
| BASE:   | 5,728,140 | X | 1.00E-06 | X | (679 - 67) | X | 0.243 | X | \$1.52    | X | 8760        | = | \$11,342,767.07 |
| OPTION: | 5,728,140 | X | 1.00E-06 | X | (698 - 67) | X | 0.243 | X | \$1.52    | X | 8760        | = | \$11,694,911.80 |

# II. ANNUAL FAN POWER COST TO OVERCOME AIR PREHEATERS

Fan HP = (.0158 (P) (V))/E

Where:

P = Air preheater Resistance

E = Fan Efficiency (Assume 85% for F.D. and 80% for I.D.)

V = Volume -( Gas Ent. F.D. or Gas Lvg. I.D /4.5) x ((460 + Ambient)/530)

Then.

F.D. Hp = .0779 (#/Hr) (1.00E-06) (460 + T) (P)

I.D. Hp = .0838 (#/Hr) (1.00E-06) (460 + T) (P)

## BASE:

|              |        |   | #/Hr      |   | T                      |   | P    |   |                |
|--------------|--------|---|-----------|---|------------------------|---|------|---|----------------|
| F.D. FAN HP  | 0.0779 | X | 6,030,470 | X | 1.00E-06 X (460 + 67)  | X | 5.10 | = | 1,263 Hp       |
| I. D. FAN HP | 0.0828 | X | 7,434,434 | X | 1.00E-06 X (460 + 305) | X | 8.40 | = | 3,956 Hp       |
|              |        |   |           |   |                        |   |      |   | 5,218 Hp Total |

## OPTION:

|              |        |   | #/Hr      |   | T                      |   | P    |   |                |
|--------------|--------|---|-----------|---|------------------------|---|------|---|----------------|
| F.D. FAN HP  | 0.0779 | X | 6,104,140 | X | 1.00E-06 X (460 + 67)  | X | 3.50 | = | 877 Hp         |
| I. D. FAN HP | 0.0828 | X | 7,508,104 | X | 1.00E-06 X (460 + 272) | X | 5.65 | = | 2,571 Hp       |
|              |        |   |           |   |                        |   |      |   | 3,448 Hp Total |

## ANNUAL FAN POWER COST

Where: Cost = KW x Hrs/Yr x \$/KW

(KW = 746 HP)

|         | (       | KW | )     | Hrs/Yr |      | \$/KW |        |             |
|---------|---------|----|-------|--------|------|-------|--------|-------------|
| BASE:   | 5218 Hp | X  | 0.746 | X      | 8760 | X     | \$0.03 | = \$852,530 |
| OPTION: | 3448 Hp | X  | 0.746 | X      | 8760 | X     | \$0.03 | = \$563,345 |

|             |
|-------------|
| ENTER VALUE |
| RESULTS     |

Bret,

Sorry, accounting would have fits, not to mention Alstom, we need to show a profit and cover costs on both units or we won't be in business to provide the next unit. May we suggest IPSC taking the freight over and move service to following Year when completed?

If your looking for the separate unit pricing, this is whats in the quote:

Unit #2 is \$1,478,900 Total

Unit #1 is \$1,520,200 Total

---

Pay schedules (APC pays Freight) as quoted:

Unit #2 delivery Year 2004

Payment 1 \$295,780 Y2003

Payment 2 \$591,560 Y2004

Payment 3 \$443,670 Y2004

Payment 4 \$147,890 Y2004

If you take over the freight (Freight Collect) and pay service when completed.

Payment 1 \$251,500 Y2004

Payment 2 \$503,000 Y2005

Payment 3 \$377,250 Y2005

Payment 4 \$125,750 Y2005

Freight ~\$165,600 Y2005

Service \$55,800 Y2005

---

Unit #1 delivery Year 2005 as quoted:

Payment 1 \$304,040 Y2004

Payment 2 \$608,080 Y2005

Payment 3 \$456,060 Y2005

Payment 4 \$152,020 Y2005

If you take over the freight (Freight Collect) and pay service when completed

Payment 1 \$259,620 Y2004

Payment 2 \$519,240 Y2005

Payment 3 \$389,430 Y2005

Payment 4 \$129,810 Y2005

Freight ~\$170,500 Y2005

Service \$51,600 Y2005

Hope this gives you an option.

Guy Drake  
APC



**Bret Kent** <Bret-K@ipsc.com>

10/30/2003 03:15 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA  
 cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>  
 Subject: Payment Schedule

Security Level:? Internal

Guy,

In order to accommodate the increases in cost into this years budget,  
 can the following payment schedule be approved?

**2003-2004 Budget Year**

\$240, 500.....4 Weeks After Receipt  
 of PO and Receipt of Installation Drawings by IPSC  
 \$480,000.....8 Weeks After Receipt  
 of PO and Receipt of Raw Materials  
 \$360,000.....Upon Receipt of  
 Shipment of Unit 2 Hardware at IPSC  
 \$55,000.....Completion of Unit 2  
 Tech Service - Including Training Classes  
 \$67,000.....Upon Acceptance of  
 Unit 2 - Completion of Testing - Within 60 Days of Installation

Total Paid 2003-2004: **\$1,202,500**

**2004-2005 Budget Year**

\$302,000.....To Be Invoiced No Sooner  
 than June 30, 2004 - Includes Delivery of 5th Rotor Seal Set  
 \$300,000.....Release to Shop  
 \$600,000.....Release Date Plus 8  
 Weeks and Receipt of Raw Materials  
 \$450,000.....Upon Receipt of Final  
 Shipment at IPSC  
 \$55,000.....Completion of Tech  
 Service for Unit 1  
 \$89,600.....Upon Acceptance of  
 Unit 1 - Completion of Testing - Within 60 Days of Installation

Total Paid 2004-2005: **\$1,796,600**

**Total Paid All Years: \$2,999,100**

about:blank

12/20/2010

**IP7\_022273**

I appreciate your consideration of this matter. If you have any questions, please feel free to call.

Thanks,

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

Bret Kent - IPSC Spec 45615 Proposal , APC 3GS-1034B

From: <guy.i.drake@power.alstom.com> (Bret Kent)
To: Nelson, James
Date: 12/20/2010 1:24 PM
Subject: IPSC Spec 45615 Proposal , APC 3GS-1034B
CC: Kent, Bret; Newberry, Ralph; gary.c.allen@power.alstom.com

Gentlemen,

To confirm our conversation. We agree to move the last payment due date into July. The material ship date of the rotor materials and seals will be January 21st followed by the basketed heating element ~ Feb 2 through Feb 20 putting the rotor parts on site by Jan 30th and all baskets by Feb 27th. The pay schedule may also be applied to the second unit delivery if needed with a similiar delivery schedule the following Year. Thanks.

Guy Drake
Project Manager
APC

Bret Kent - Re: IPSC Spec 45615 Proposal , APC 3GS-1034B

From: Bret Kent<Bret-K@ipsc.com> (Bret Kent)
To: James Nelson; guy.i.drake@power.alstom.com
Date: 12/20/2010 1:30 PM
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B
CC: Ralph Newberry; gary.c.allen@power.alstom.com; timothy.j.mcnulty@power...

Guy,

It is was our understanding / interpretation that the following payment schedule would apply:

\$295,780 (20%) Invoiced Upon Submittal of Installation Drawings, Net 30
 \$591,560 (40%) Invoiced Upon Receipt of Raw Materials, Net 30
 \$591,560 (40%) Invoiced Upon Final Shipment of Unit 2 Hardware, Due 1st Week of July 2004

Total for Unit 2: \$1,478,900

And that the following shipping schedule could be achieved:

Rotor Materials and Seals Arriving Onsite February 1, 2004
 Basketed Heating Elements Arriving Onsite Between February 1 thru February 21, 2004

All materials would be onsite 1 week prior to the outage start date of February 28, 2004.

Let me know if this creates a conflict.

Also with regard to the receiving of the 51 trucks during the month of February. How fully loaded are these trucks going to be? Size of pallets, weight per pallet, total laydown area required, etc... We are trying to understand what resource we will need to free up to unload 2-3 truck per day.

Thanks,

~~~~~  
 Bret Kent  
 Intermountain Power Service Corp  
 850 West Brush Wellman Rd  
 Delta, UT 84624

ph. (435) 864-6447  
 fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 10/31/2003 9:51:36 AM >>>

Gentlemen,

To confirm our conversation. We agree to move the last payment due date into July. The material ship date of the rotor materials and seals will be January 21st followed by the basketed heating element ~ Feb 2 through Feb 20 putting the rotor parts on site by Jan 30th and all baskets by Feb 27th. The pay schedule may also be applied to the second unit delivery if needed with a similiar delivery schedule the following Year. Thanks.

Guy Drake  
 Project Manager  
 APC

→ Attn: Bret Kent 2 PGs  
- 435-864-0747



Guy I. Drake/USWEL01/Power/ALSTOM  
10/31/2003 02:41 PM (Phone +1 585-596-2689, Dept. Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>  
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA  
Subject: Re IPSC Spec 45615 Proposal, APC 3GS-1034B REVISED  
Security Level: Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your offer below and decided to work from it. Just need to be a little more aggressive. Please consider

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)  
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw mat's)  
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)  
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900

Unit #1

Payment #1 \$304,040 due at release to shop  
Payment #2 \$608,080 due at 8 weeks  
Payment #3 \$466,060 final shipment, Net 30 days  
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

Guy Drake  
APC  
Bret Kent <Bret-K@ipsc.com>



Bret Kent <Bret-K@ipsc.com>  
10/31/2003 12:46 PM

To: James Nelson <JIM-N@ipsc.com>, Guy I. Drake/USWEL01/Power/ALSTOM@GA  
cc: Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA  
Subject: Re IPSC Spec 45615 Proposal, APC 3GS-1034B  
Security Level: Internal

IP7\_022277



Guy,

It is was our understanding / interpretation that the following payment schedule would apply:

\$295,780 (20%) Invoiced Upon Submittal of Installation Drawings, Net 30  
\$591,560 (40%) Invoiced Upon Receipt of Raw Materials, Net 30  
\$591,560 (40%) Invoiced Upon Final Shipment of Unit 2 Hardware, Due 1st Week of July 2004

**Total for Unit 2: \$1,478,900**

And that the following shipping schedule could be achieved:

Rotor Materials and Seals Arriving Onsite February 1, 2004  
Basketed Heating Elements Arriving Onsite Between February 1 thru February 21, 2004

All materials would be onsite 1 week prior to the outage start date of February 28, 2004.

Let me know if this creates a conflict.

Also with regard to the receiving of the 51 trucks during the month of February. How fully loaded are these trucks going to be? Size of pallets, weight per pallet, total laydown area required, etc... We are trying to understand what resource we will need to free up to unload 2-3 truck per day.

Thanks,

~~~~~  
Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 10/31/2003 9:51:36 AM >>>

END

Bret Kent - Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

From: <guy.i.drake@power.alstom.com> (Bret Kent)
To: Kent, Bret
Date: 12/20/2010 1:31 PM
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER
CC: Nelson, James; Newberry, Ralph

Bret,

Any word on the order or release to move ahead on this order? Please advise. Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----



Guy I. Drake/USWEL01/Power/ALSTOM

10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED [Link](#)

Security Level:? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offerand decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw matl's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

about:blank

12/20/2010

IP7_022279

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

Guy Drake
APC

Bret Kent - Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

From: Bret Kent<Bret-K@ipsc.com> (Bret Kent)
To: guy.i.drake@power.alstom.com
Date: 12/20/2010 1:32 PM
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER
CC: James Nelson; Ralph Newberry

Guy,

Letter of Intent will be issued no later than Friday, November 7, 2003. It is going through the approval process as we speak.

Once completed we will fax it to:
 585) 596-2631
 attention Mr. Timothy J. McNulty
 Manager, Project Development

and then mail the hard copy to:
 Alstom Power Inc.
 Air Preheater Company
 3020 Truax Road
 PO Box 372
 Wellsville, NY 14895

Attn: Timothy J. McNulty
 Manager, Project Development

Regards,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise. Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----



Guy I. Drake/USWEL01/Power/ALSTOM

10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED [Link](#)

Security Level:? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offerand decided

about:blank

12/20/2010

IP7_022281

to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)

Payment #2 \$591,560 due 1/5/04 (8 weeks-raw mat'l's)

Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)

Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop

Payment #2 \$608,080 due at 8 weeks

Payment #3 \$456,060 final shipment, Net 30 days

Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

Guy Drake
APC

From: Ralph Newberry<RALPH-N@ipsc.com> (Bret Kent)
To: Bret Kent
Date: 12/20/2010 1:32 PM
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

This last E-Mail is not a firm price unless we accept it as such. His statement "just need to be a little more aggressive" is an offer to accept the payment terms as he presented them. Also as I spoke with James yesterday we need to address the issue of the overage in dollars with LADWP before you commit to Alstom. I would hate have us commit with a letter of intent and then get shot down by LA for not enough money...but I am just the guy whose name is on this contract.

Ralph

>>> Bret Kent 11/4/03 9:31:12 AM >>>
Guy,

Letter of Intent will be issued no later than Friday, November 7, 2003. It is going through the approval process as we speak.

Once completed we will fax it to:
585)596-2631
attention Mr. Timothy J. McNulty
Manager, Project Development

and then mail the hard copy to:
Alstom Power Inc.
Air Preheater Company
3020 Truax Road
PO Box 372
Wellsville, NY 14895

Attn: Timothy J. McNulty
Manager, Project Development

Regards,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise. Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----

Guy I. Drake/USWEL01/Power/ALSTOM
10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)
To: Bret Kent <Bret-K@ipsc.com>

IP7_022283

cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED Link
Security Level:? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offerand decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw matl's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

Guy Drake
APC

IP7_022284

Guy,

Could you provide an estimate on applicable taxes for materials/services/shipping being provided?

Thanks,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise. Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----



Guy I. Drake/USWEL01/Power/ALSTOM

10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED [Link](#)

Security Level:? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offerand decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw mat'l's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

Guy Drake
APC

From: Ralph Newberry<RALPH-N@ipsc.com> (Bret Kent)
To: Bret Kent
Date: 12/20/2010 1:32 PM
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

This last E-Mail is not a firm price unless we accept it as such. His statement "just need to be a little more aggressive" is an offer to accept the payment terms as he presented them. Also as I spoke with James yesterday we need to address the issue of the overage in dollars with LADWP before you commit to Alstom. I would hate have us commit with a letter of intent and then get shot down by LA for not enough money...but I am just the guy whose name is on this contract.

Ralph

>>> Bret Kent 11/4/03 9:31:12 AM >>>
Guy,

Letter of Intent will be issued no later than Friday, November 7, 2003. It is going through the approval process as we speak.

Once completed we will fax it to:
585)596-2631
attention Mr. Timothy J. McNulty
Manager, Project Development

and then mail the hard copy to:
Alstom Power Inc.
Air Preheater Company
3020 Truax Road
PO Box 372
Wellsville, NY 14895

Attn: Timothy J. McNulty
Manager, Project Development

Regards,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise. Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM

Guy I. Drake/USWEL01/Power/ALSTOM
10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)
To: Bret Kent <Bret-K@ipsc.com>

IP7_022286

cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED Link
Security Level:? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offerand decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw mat'l's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

Guy Drake
APC

IP7_022287

Ralph,

Find in the email attached permission to use Alstom/APC drawings for the installation contract.

According to APC the taxes are applicable Utah taxes only.

So in Millard County the applicable taxes would be 5.75% on:

1) Materials (\$2,663,000) Taxes total \$153,123

But would exclude:

- 1) Labor for installation
- 2) Freight (since it is FOB Wellsville, NY)

Does this make sense?

Also as you and I talked yesterday, let's go ahead and look at bidding freight as a separate contract. I talked with APC and they do not have any concerns as long as they are the ones calling for pickup. This will resolve the conflict between FOB Origin and us paying them for freight.

Bret

>>> <guy.i.drake@power.alstom.com> 11/6/2003 6:43:23 AM >>>

Bret,

- According to our tax department, taxes will be the same whether FOB Delta Utah or ExWorks and will be applicable Utah taxes.
 - Intermountain Power has the permission of the Air Preheater Company to distribute copies of the Air Preheater drawings furnished for reference 5/14/03 covering this proposal and installation requirements.

Thanks.

Guy Drake
Project Manager
Air Preheater Company



Bret Kent <Bret-K@ipsc.com>

11/04/2003 12:36 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

Security Level:? Internal

Guy,

Could you provide an estimate on applicable taxes for materials/services/shipping being provided?

Thanks,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise.
Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----

[IMAGE] **Guy I. Drake/USWEL01/Power/ALSTOM**

10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED Link

Security Level:? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offerand decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw matl's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

■ Guy Drake



■ APC

■

Bret,

- According to our tax department, taxes will be the same whether FOB Delta Utah or ExWorks and will be applicable Utah taxes.
 - Intermountain Power has the permission of the Air Preheater Company to distribute copies of the Air Preheater drawings furnished for reference 5/14/03 covering this proposal and installation requirements.

Thanks.

Guy Drake
Project Manager
Air Preheater Company



Bret Kent <Bret-K@ipsc.com>

11/04/2003 12:36 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

Security Level:? Internal

Guy,

Could you provide an estimate on applicable taxes for materials/services/shipping being provided?

Thanks,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise.
Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----

[IMAGE] **Guy I. Drake/USWEL01/Power/ALSTOM**

10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED [Link](#)

Security Level: ? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offer and decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw matl's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

- Guy Drake



- APC

-

Bret,

- According to our tax department, taxes will be the same whether FOB Delta Utah or ExWorks and will be applicable Utah taxes.
 - Intermountain Power has the permission of the Air Preheater Company to distribute copies of the Air Preheater drawings furnished for reference 5/14/03 covering this proposal and installation requirements.

Thanks.

Guy Drake
Project Manager
Air Preheater Company



Bret Kent <Bret-K@ipsc.com>

11/04/2003 12:36 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B ORDER

Security Level:? Internal

Guy,

Could you provide an estimate on applicable taxes
for materials/services/shipping being provided?

Thanks,

Bret

>>> <guy.i.drake@power.alstom.com> 11/4/2003 9:10:30 AM >>>

Bret,

Any word on the order or release to move ahead on this order? Please advise.
Thanks.

Guy Drake

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on 11/04/2003 11:07 AM -----

[IMAGE] **Guy I. Drake/USWEL01/Power/ALSTOM**
10/31/2003 02:41 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)

To: Bret Kent <Bret-K@ipsc.com>
cc: James Nelson <JIM-N@ipsc.com>, Ralph Newberry <RALPH-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA, Timothy J. McNulty/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Spec 45615 Proposal , APC 3GS-1034B REVISED [Link](#)

Security Level: ? Internal

Bret,

Sorry for the confusion, we were only talking about the last 10%. We re-reviewed your earlier offer and decided to work from it. Just need to be a little more aggressive. Please consider:

Unit #2

Payment #1 \$295,780 due 12/5/03 (Drawings)
Payment #2 \$591,560 due 1/5/04 (8 weeks-raw matl's)
Payment #3 \$261,460 due 3/15/04 (Final shipment 2/13/03, Net 30 days)
Payment #4 \$53,700 due upon Completion of installation, Net 30 days

This totals at \$1,202,500, the remaining \$276,400 payable after June 30th, Final Total \$1,478,900.

Unit #1

Payment #1 \$304,040 due at release to shop
Payment #2 \$608,080 due at 8 weeks
Payment #3 \$456,060 final shipment, Net 30 days
Payment #4 \$152,020 Due within 60 days of installation

This total \$1,520,200.

Please advise. Thanks.

- The basketed heating elements ship on pallets and weigh up to 6,000/Lbs pallet with 7 to 8 pallets on a flat bed truck, each truck is around 42,000 Lbs and can be unloaded with large fork lift. Laydown area would be about the size of 51 flat bed trailers, 8' x 40' plus room around them.

- Guy Drake



- APC

■

From: <gary.c.allen@power.alstom.com> (Bret Kent)
To: Bret Kent
CC: guy.i.drake@power.alstom.com
Date: 12/20/2010 1:33 PM
Subject: IPSC - T Bar Assembly

Dear Bret,

Guy Drake will be sending you a proposal, today, for the "T" Bar requirement you called me about. There will be a separate item on the quote for a Rotor Angle. In most cases, we recommend replacing the Rotor Angle when the "T" Bar is replaced. If you would like both items combined on the quote, please inform Guy as soon as you can. Thanks.

Gary Allen
Regional Manager

Bret,

Please find attached our quote for T-bars.

Thanks.

Best Regards,
Guy Drake

Project Manager



Air Preheater Company

Quote Number:

3GS-2060-4100

Air Preheater Company

ALSTOM Power Inc.

3020 Truax Rd, P. O. Box 372

Wellsville, New York 14895

www.airpreheatercompany.com

QUOTATION TO: Mr. Bret Kent
Intermountain Power Service Corp.

Page Number: 1 of 1

Revision Date:

Area Office: Los Angeles

Terms: Net 30 Days

Quote Date	Customer Inquiry Number	Customer Inquiry Date	**Shipment of Materials After Receipt of Order	All Prices are:
11/6/03	request	11/6/03	6 weeks	FOB Wellsville, NY-Freight Collect

Station: Lynndyl #2

Size: 33.5VIM

LAP- 4100

Ljungström® Air Preheater

Item No.	Part Number	Description	Order Qty	U/M	Unit Price	Total Price
		Per your request to our Mr. Gary Allen we are pleased to offer:				
1	As spec	Hot and cold end floating t-bars with fasteners	2	Set	9,868.00	\$19,736.00
2	As spec	Hot and cold end rotor angles	2	Set	6,160.00	12,320.00
					Total	\$32,056.00
		We normally recommend new rotor angles when installing new t-bars if the conditions warrant.				
		Approx. weight of t-bars = 6,000# total.				
		Approx. weight of rotor angles = 4,000# total.				

For tax purposes, Purchase Order is required prior to shipment. Late payments are subject to a charge of 1 ½% per month.

HIRSPD-2 11/15/01

The Air Preheater Co. "Standard Terms and Conditions of Sale" GS-634-HRSA-10/24/00 shall apply to this transaction.

Prices are valid for 30 days from date of quote. Air Preheater's minimum billing is \$150 per order/release/shipment

****Lead Time:** Based on material shipment after receipt of approved purchase order and/or authorization to manufacture.

For additional information please contact:

Guy I. Drake, Project Manager

Ph: (585) 596-2689

Fax: (585) 596-2631

E-mail: guy.i.drake@power.alstom.com

Air Preheater Company

Heat Recovery Services - Project Development

IP7_022296

From: Bret Kent
To: Bret Kent; James Nelson; Jerry Hintze; JillGriffiths
Start: 11/6/2003
Due: 12/20/2010
Subject: Revised Economic Calculations for IGS03-02 Air Heater Element Replacement

Please find memo in:

"E:\DRAWINGS\Current\Projects\IGS03\IGS03-02 Air Heater Element Replacement\4.Correspondence\Capital Project Cover.wpd"

Bret Kent - IPSC Lynndyl LAP-4100 Letter of Intent

From: <guy.i.drake@power.alstom.com> (Bret Kent)
To: Kent, Bret
Date: 12/20/2010 2:01 PM
Subject: IPSC Lynndyl LAP-4100 Letter of Intent
CC: Nelson, James; gary.c.allen@power.alstom.com

Bret,

We received the Letter of Intent, thank you. We will start the wheels rolling. Please note that the progress payments will change if your planning to change the freight to IPSC. (FOB ExWorks-Freight Collect). Without freight in our price, the first order total is \$1,313,300 and the second \$1,349,700.

Payments U2:

- 1) \$262,660 12/15/03
- 2) \$525,320 1/5/04
- 3) \$195,220 3/15/04
- 4) \$53,700 Completion of installation N30
- 5) \$276,400 July 2004

Total \$1,313,300

Payments U1:

- 1) \$269,940 release
- 2) \$539,880 at 8 weeks
- 3) \$404,910 shipment
- 4) \$134,970 N60

Total \$1,349,700

Advise if these are OK, unless you want to pay more? Best Regards,

Guy Drake
Project Manager

Bret Kent - Re: IPSC Lynndyl LAP-4100 Letter of Intent

From: Bret Kent<Bret-K@ipsc.com> (Bret Kent)
To: guy.i.drake@power.alstom.com
Date: 12/20/2010 2:01 PM
Subject: Re: IPSC Lynndyl LAP-4100 Letter of Intent
CC: Ralph Newberry

Guy,

This payment schedule will be reflected in the final contract document.

Bret

>>> <guy.i.drake@power.alstom.com> 11/7/2003 11:53:17 AM >>>

Bret,

We received the Letter of Intent, thank you. We will start the wheels rolling. Please note that the progress payments will change if your planning to change the freight to IPSC. (FOB ExWorks-Freight Collect). Without freight in our price, the first order total is \$1,313,300 and the second \$1,349,700.

Payments U2:

- 1) \$262,660 12/15/03
- 2) \$525,320 1/5/04
- 3) \$195,220 3/15/04
- 4) \$53,700 Completion of installation N30
- 5) \$276,400 July 2004

Total \$1,313,300

Payments U1:

- 1) \$269,940 release
- 2) \$539,880 at 8 weeks
- 3) \$404,910 shipment
- 4) \$134,970 N60

Total \$1,349,700

Advise if these are OK, unless you want to pay more? Best Regards,

Guy Drake
Project Manager

Bret Kent - Re: IPSC Lynndyl Unit #2 AH materials

From: Bret Kent<Bret-K@ipsc.com> (Bret Kent)
To: guy.i.drake@power.alstom.com
Date: 12/20/2010 2:01 PM
Subject: Re: IPSC Lynndyl Unit #2 AH materials
CC: Gary Allen

Guy,

Thank you for the quote. We are having a hard time identifying where and what purpose the rotor angles serve. Do you have a sketch/print that shows where they are placed?

Thanks,

>>> <guy.i.drake@power.alstom.com> 11/6/2003 12:22:32 PM >>>

Bret,

Please find attached our quote for T-bars.

Thanks.

Best Regards,
Guy Drake

Project Manager

Bret,

Rotor angle is attached to the periphery of the rotor shell, hot and cold ends. The t-bars then bolt to the rotor angles. If the rotor angles are in good condition then replacement is not needed. See attached sketch, section B-B, item #1 is t-bar that gets bolted to the rotor angle, hot and cold ends. Hope this helps.

Guy Drake



Bret Kent <Bret-K@ipsc.com>

11/11/2003 05:05 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc: Gary C. Allen/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Lynndyl Unit #2 AH materials

Security Level:? Internal

Guy,

Thank you for the quote. We are having a hard time identifying where and what purpose the rotor angles serve. Do you have a sketch/print that shows where they are placed?

Thanks,

>>> <guy.i.drake@power.alstom.com> 11/6/2003 12:22:32 PM >>>

Bret,

Please find attached our quote for T-bars.

Thanks.

Best Regards,
Guy Drake

Project Manager

about:blank

12/20/2010

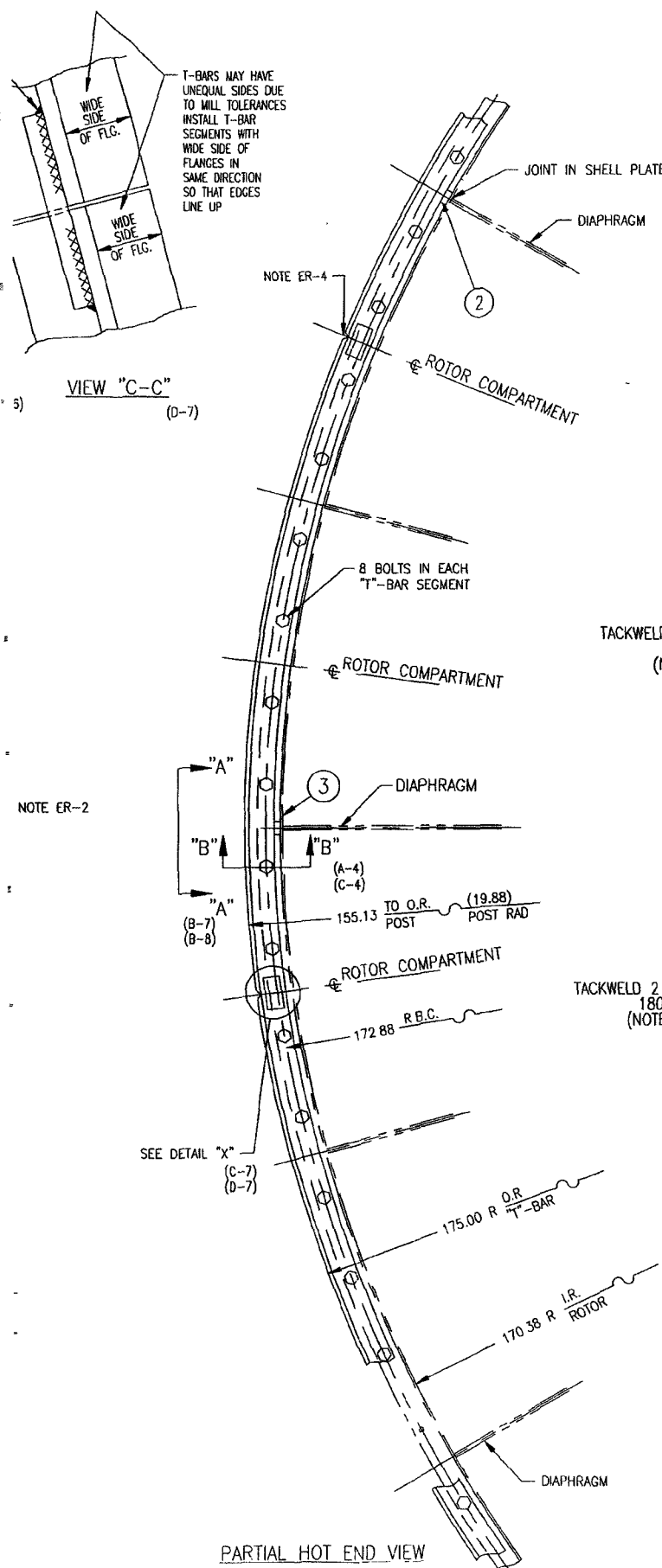
IP7_022301

6

5

4

3

NOTE ER-2

SECTION "D-D" (D-7)

1

4

2.00

.31

TORQUE TO 20 FT-LBS & TACKWELD NUT TO BOLT (NOTE ER-8)

WELD TO "T"-BAR ONLY CENTER ON DIAPHRAGM NOTE ER-6

REF #3 TO ROTOR ANGLE NOTE ER-6

1/8

8

8

6

2.25

3

1/4

1/4

BOTH SIDES OF DIAPH NOTE ER-3

EXISTING SHELL PLATE

SECTION "B-B" (HOT END) (B-6)

EXISTING SHELL PLATE

TACKWELD 2 PLACES 180° APART (NOTE ER-7)

1/4

1/4

BOTH SIDES OF DIAPH NOTE ER-3

2.50

63

5

1

6

8

8

7

2

1.13

1/8

REF #5 TO ROTOR ANGLE NOTE ER-6

WELD TO "T"-BAR ONLY CENTER ON DIAPHRAGM NOTE ER-6

TORQUE TO 20 FT-LBS & TACKWELD NUT TO BOLT (NOTE ER-8)

SECTION "B-B" (COLD END) (B-6)

907/

6

5

4

3

IP7_022302

SUPERSEDES

Attached is detail of T-bar and rotor angle...

>>> <guy.i.drake@power.alstom.com> 11/12/2003 7:36:23 AM >>>

Bret,

Rotor angle is attached to the periphery of the rotor shell, hot and cold ends. The t-bars then bolt to the rotor angles. If the rotor angles are in good condition then replacement is not needed. See attached sketch, section B-B, item #1 is t-bar that gets bolted to the rotor angle, hot and cold ends. Hope this helps.

Guy Drake



Bret Kent <Bret-K@ipsc.com>

11/11/2003 05:05 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc: Gary C. Allen/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Lynndyl Unit #2 AH materials

Security Level:? Internal

Guy,

Thank you for the quote. We are having a hard time identifying where and what purpose the rotor angles serve. Do you have a sketch/print that shows where they are placed?

Thanks,

>>> <guy.i.drake@power.alstom.com> 11/6/2003 12:22:32 PM >>>

Bret,

Please find attached our quote for T-bars.

Thanks.

Best Regards,
Guy Drake

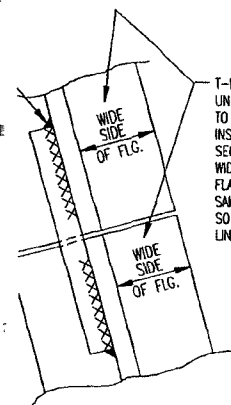
Project Manager

6

5

4

3



NOTE ER-4

JOINT IN SHELL PLATE & ROTOR ANGLE

DIAPHRAGM

2

ROTOR COMPARTMENT

8 BOLTS IN EACH
"T"-BAR SEGMENT

ROTOR COMPARTMENT

NOTE ER-2

DIAPHRAGM

"A"
(B-7)
(B-8)

"B"
(A-4)
(C-4)

TO O.R. POST (19.88) POST RAD.

155.13

ROTOR COMPARTMENT

172.88 R.B.C.

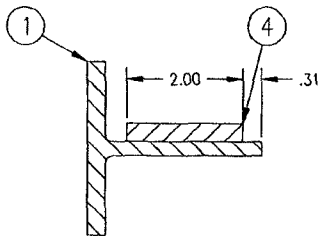
SEE DETAIL "X"
(C-7)
(D-7)

175.00 R O.R. "T"-BAR

170.38 R I.R. ROTOR

DIAPHRAGM

PARTIAL HOT END VIEW

TORQUE TO 20 FT-LBS
& TACKWELD NUT TO
BOLT (NOTE ER-8)WELD TO "T"-BAR ONLY
CENTER ON DIAPHRAGM
NOTE ER-6REF #3
TO ROTOR
ANGLE
NOTE ER-6TACKWELD 2 PLACES
180° APART
(NOTE ER-7)SECTION "B-B"
(HOT END) (B-6)EXISTING
SHELL PLATEBOTH SIDES
OF DIAPH
NOTE ER-3TACKWELD 2 PLACES
180° APART
(NOTE ER-7)EXISTING
SHELL PLATEBOTH SIDES OF
DIAPH NOTE ER-3TORQUE TO 20 FT-LBS
& TACKWELD NUT TO
BOLT (NOTE ER-8)WELD TO "T"-BAR ONLY
CENTER ON DIAPHRAGM
NOTE ER-6REF #5
TO ROTOR
ANGLE
NOTE ER-6SECTION "B-B"
(COLD END) (B-6)

SUPERSEDES

907/

6

5

4

3

IP7_022304

Guy,

We are finding more question that come up with regard to the scope of work. Do you have a manual or writeup that would cover the following:

- Step by step. What gets torn out.
- How many baskets can be removed on a side before uneven loading is a concern?
- What items that are torn out need to be put back in. This will help us determine how careful to be, what materials we should have onsite to make repairs to these items...
- Other materials that would be beneficial in describing the scope of work to management.

Thanks for your help,

~~~~~  
 Bret Kent  
 Intermountain Power Service Corp  
 850 West Brush Wellman Rd  
 Delta, UT 84624

ph. (435) 864-6447  
 fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 11/12/2003 7:36:23 AM >>>

Bret,

Rotor angle is attached to the periphery of the rotor shell, hot and cold ends. The t-bars then bolt to the rotor angles. If the rotor angles are in good condition then replacement is not needed. See attached sketch, section B-B, item #1 is t-bar that gets bolted to the rotor angle, hot and cold ends. Hope this helps.

Guy Drake



**Bret Kent** <Bret-K@ipsc.com>

11/11/2003 05:05 PM

**To:** Guy I. Drake/USWEL01/Power/ALSTOM@GA  
**cc:** Gary C. Allen/USWEL01/Power/ALSTOM@GA  
**Subject:** Re: IPSC Lynndyl Unit #2 AH materials

**Security Level:?** Internal

Guy,

Thank you for the quote. We are having a hard time identifying where and what purpose the rotor angles serve. Do you have a sketch/print that shows where they are placed?

about:blank

12/20/2010

**IP7\_022305**

Thanks,

>>> <guy.i.drake@power.alstom.com> 11/6/2003 12:22:32 PM >>>

Bret,

Please find attached our quote for T-bars.

Thanks.

Best Regards,  
Guy Drake

Project Manager

Bret,

Most of this information will be included on the new installation drawings. Also, this reference information was sent previously.

**Disassembly:**

1. Drawing 78077, Remove all radial seals, post seals, holding strips and fasteners. Retain diaphragm seals and part numbers 17, 18, 19, 20, 25, 26 (should have straight-edge stored somewhere), 27, 28, 32, 33, 37, 38, 39, 52, 53, 62, 63. If you don't replace t-bars also keep 23, 24, 36 and fasteners for t-bars.
2. Drawing 78075, remove all parts itemized in bill of materials. All new parts furnished.
3. Drawing 99297, remove all parts shown in bill of materials. All new parts furnished.
4. Drawing 935435, individual rotor module (one of 24 per air preheater).  
In each module you will remove hot, hot intermediate and cold end baskets. There are 11 hot end baskets, 11 hot intermediate baskets and 14 cold end baskets in each module (x24). Baskets should be removed and loaded according to the sequence shown on drawing 935428. Once the baskets are removed you will cut each stay plate off (plates between diaphragms), six each module and remove support bars, one at inboard and one outboard per module. You will remove the cold end gratings (support bars under the cold side baskets) two layers in each module. Seal weld 24 existing cold end covers to rotor shell per air preheater.

**Assembly:**

1. Drawing SKETCH 'Rotor Modifications', install all parts as shown in bill of materials and drawing.
2. Load cold end baskets, 14 per module and install sealing bars drawing SK-010513. Load hot end baskets, 14 per module. Load modules according to sequence shown on drawing 935428.
3. Install new radial, post, bypass and axial seals per drawings 78077, 99297, 78075.
4. Set seal gaps according to seal settings sheet with help of radial and axial seal straight-edges, hopefully still on site.

If you still have questions you may want to contact Harlan Finnemore. He's worked on several of these. Thanks.

Guy Drake



**Bret Kent <Bret-K@ipsc.com>**

11/12/2003 09:55 AM

**To:** Guy I. Drake/USWEL01/Power/ALSTOM@GA  
**cc:** Gary C. Allen/USWEL01/Power/ALSTOM@GA  
**Subject:** Re: IPSC Lynndyl Unit #2 AH materials

**Security Level:?** Internal

Guy,

We are finding more question that come up with regard to the scope of work. Do you have a manual or writeup that would cover the

about:blank

12/20/2010

**IP7\_022307**

following:

- Step by step. What gets torn out.
- How many baskets can be removed on a side before uneven loading is a concern?
- What items that are torn out need to be put back in. This will help us determine how careful to be, what materials we should have onsite to make repairs to these items...
- Other materials that would be beneficial in describing the scope of work to management.

Thanks for your help,

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 11/12/2003 7:36:23 AM >>>

Bret,

Rotor angle is attached to the periphery of the rotor shell, hot and cold ends. The t-bars then bolt to the rotor angles. If the rotor angles are in good condition then replacement is not needed. See attached sketch, section B-B, item #1 is t-bar that gets bolted to the rotor angle, hot and cold ends. Hope this helps.

Guy Drake

Additional details on installation (including sequence for even loading during removal and installation).

Jeff, could you look at the parts he says will be removed and then put back in, to verify that we will have material onsite for needed repairs.

Bret

>>> <guy.i.drake@power.alstom.com> 11/12/2003 1:29:15 PM >>>

Bret,

Most of this information will be included on the new installation drawings. Also, this reference information was sent previously.

Disassembly:

1. Drawing 78077, Remove all radial seals, post seals, holding strips and fasteners. Retain diaphragm seals and part numbers 17, 18, 19, 20, 25, 26 (should have straight-edge stored somewhere), 27, 28, 32, 33, 37, 38, 39, 52, 53, 62, 63. If you don't replace t-bars also keep 23, 24, 36 and fasteners for t-bars.
2. Drawing 78075, remove all parts itemized in bill of materials. All new parts furnished.
3. Drawing 99297, remove all parts shown in bill of materials. All new parts furnished.
4. Drawing 935435, individual rotor module (one of 24 per air preheater).

In each module you will remove hot, hot intermediate and cold end baskets. There are 11 hot end baskets, 11 hot intermediate baskets and 14 cold end baskets in each module (x24). Baskets should be removed and loaded according to the sequence shown on drawing 935428. Once the baskets are removed you will cut each stay plate off (plates between diaphragms), six each module and remove support bars, one at inboard and one outboard per module. You will remove the cold end gratings (support bars under the cold side baskets) two layers in each module. Seal weld 24 existing cold end covers to rotor shell per air preheater.

Assembly:

1. Drawing SKETCH 'Rotor Modifications', install all parts as shown in bill of materials and drawing.
2. Load cold end baskets, 14 per module and install sealing bars drawing SK-010513. Load hot end baskets, 14 per module. Load modules according to sequence shown on drawing 935428.
3. Install new radial, post, bypass and axial seals per drawings 78077, 99297, 78075.
4. Set seal gaps according to seal settings sheet with help of radial and axial seal straight-edges, hopefully still on site.

If you still have questions you may want to contact Harlan Finnemore. He's worked on several of these. Thanks.

Guy Drake



Bret Kent <Bret-K@ipsc.com>

11/12/2003 09:55 AM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA
cc: Gary C. Allen/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Lynndyl Unit #2 AH materials

Security Level:? Internal

Guy,

about:blank

12/20/2010

IP7_022309

We are finding more question that come up with regard to the scope of work. Do you have a manual or writeup that would cover the following:

- Step by step. What gets torn out.
- How many baskets can be removed on a side before uneven loading is a concern?
- What items that are torn out need to be put back in. This will help us determine how careful to be, what materials we should have onsite to make repairs to these items...
- Other materials that would be beneficial in describing the scope of work to management.

Thanks for your help,

~~~~~

Bret Kent  
Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 11/12/2003 7:36:23 AM >>>

Bret,

Rotor angle is attached to the periphery of the rotor shell, hot and cold ends. The t-bars then bolt to the rotor angles. If the rotor angles are in good condition then replacement is not needed. See attached sketch, section B-B, item #1 is t-bar that gets bolted to the rotor angle, hot and cold ends. Hope this helps.

Guy Drake

Bret,

Has your purchase order been completed and released? Question came up whether your PO will cover both Units 2 and 1 and do you have firm dates for Unit 1's delivery. Please advise. Thanks.

Guy Drake  
APC

Bret,

Re: Your phone message 11/20

Please be advised that rail shipment of basketed heating element is not an option. At least not a cheap one. Shipping by rail will incur additional expense in handling and shipping materials that will need to be included in our price. Our baskets aren't designed to take the racking and handling the railroad would put on individual baskets. They can ship within rotor modules, but in order to ship only baskets by rail they would have to be packaged individually and surrounded by soft packing materials. Shipment by truck is still your best option.

Thanks.

Guy Drake  
APC

## Bret Kent - Re: IPSC Lynndyl #1 LAP-4098

---

**From:** Bret Kent<Bret-K@ipsc.com> (Bret Kent)  
**To:** guy.i.drake@power.alstom.com  
**Date:** 12/20/2010 2:03 PM  
**Subject:** Re: IPSC Lynndyl #1 LAP-4098

Good to know, I will pass this information along to our purchasing dept.

Bret

>>> <guy.i.drake@power.alstom.com> 11/21/2003 8:11:19 AM >>>

Bret,

Re: Your phone message 11/20

Please be advised that rail shipment of basketed heating element is not an option. At least not a cheap one. Shipping by rail will incur additional expense in handling and shipping materials that will need to be included in our price. Our baskets aren't designed to take the racking and handling the railroad would put on individual baskets. They can ship within rotor modules, but in order to ship only baskets by rail they would have to be packaged individually and surrounded by soft packing materials. Shipment by truck is still your best option.

Thanks.

Guy Drake  
APC

Guy,

Contract went out today, you should have it Monday morning for review. Once the contract is signed the PO will be issued.

Bret

>>> <guy.i.drake@power.alstom.com> 11/21/2003 8:11:19 AM >>>

Bret,

Re: Your phone message 11/20

Please be advised that rail shipment of basketed heating element is not an option. At least not a cheap one. Shipping by rail will incur additional expense in handling and shipping materials that will need to be included in our price. Our baskets aren't designed to take the racking and handling the railroad would put on individual baskets. They can ship within rotor modules, but in order to ship only baskets by rail they would have to be packaged individually and surrounded by soft packing materials. Shipment by truck is still your best option.

Thanks.

Guy Drake  
APC

**From:** %22%22<guy.i.drake@power.alstom.com> (Bret Kent)  
**To:** Bret Kent; James Nelson  
**Start:** 11/12/2003  
**Due:** 12/20/2010  
**Subject:** Re: IPSC Lynndyl Unit #2 AH materials, LAP4100  
**Attachments:** Q2060 Tbars.PDF; Re: IPSC Lynndyl Unit #2 AH materials, LAP4100

James,

Per our conversation, could you call the following contractors and discuss these items? (Bids were sent out Friday)

For TEI, MEI, and Alstom: Need to have them quote labor and materials for installing T-bars and Rotor Angles (see the attached quote). This should be quoted on a per Air Heater price and should take into account that the these parts are to be removed during the change out anyway (see attached email). 2 sets to be purchased this year and held if not used for next year. Bids are due back the 11th. Maybe encourage them to get them back early...

For TEI and MEI Only: Need to provide package price for combining the SAH with the Burners.

TEI Construction Services, Inc.  
Attn: Charles A. Steede  
7870 Schillinger  
Park West  
Mobile, AL 36608  
Tel: 251-633-4181  
Fax: 251-633-4158

Maintenance Enterprises, Inc.  
Attn: Mike Simonds  
703 E. Gardena Blvd  
Gardena, CA 90248  
Tel: 310-239-0004  
Fax: 310-329-0006

ALSTOM Power, Inc.  
Jerry Bennett  
2360 Northwest Marine Drive  
Troutdale, OR 97060  
Tel: 503-669-1591  
Fax: 503-669-0710

Thanks for your help,

Bret



Air Preheater Company

Quote Number:

3GS-2060-4100

**Air Preheater Company**

ALSTOM Power Inc.  
3020 Truax Rd, P. O. Box 372  
Wellsville, New York 14895  
www.airpreheatercompany.com

**QUOTATION TO:** Mr. Bret Kent  
Intermountain Power Service Corp.

Page Number: 1 of 1

Revision Date:

Area Office: Los Angeles

Terms: Net 30 Days

| Quote Date | Customer Inquiry Number | Customer Inquiry Date | **Shipment of Materials After Receipt of Order | All Prices are:                    |
|------------|-------------------------|-----------------------|------------------------------------------------|------------------------------------|
| 11/6/03    | request                 | 11/6/03               | 6 weeks                                        | FOB Wellsville, NY-Freight Collect |

**Ljungström® Air Preheater**

Station: Lynndyl #2  
Size: 33.5VIM  
LAP- 4100

| Item No. | Part Number | Description                                                                                  | Order Qty | U/M | Unit Price | Total Price |
|----------|-------------|----------------------------------------------------------------------------------------------|-----------|-----|------------|-------------|
|          |             | Per your request to our Mr. Gary Allen we are pleased to offer:                              |           |     |            |             |
| 1        | As spec     | Hot and cold end floating t-bars with fasteners                                              | 2         | Set | 9,868.00   | \$19,736.00 |
| 2        | As spec     | Hot and cold end rotor angles                                                                | 2         | Set | 6,160.00   | 12,320.00   |
|          |             |                                                                                              |           |     | Total      | \$32,056.00 |
|          |             | We normally recommend new rotor angles when installing new t-bars if the conditions warrant. |           |     |            |             |
|          |             | Approx. weight of t-bars = 6,000# total.                                                     |           |     |            |             |
|          |             | Approx. weight of rotor angles = 4,000# total.                                               |           |     |            |             |

**For tax purposes, Purchase Order is required prior to shipment. Late payments are subject to a charge of 1 ½% per month.**

HRSPD-2 11/15/01

**The Air Preheater Co. "Standard Terms and Conditions of Sale" GS-634-HRSA-10/24/00 shall apply to this transaction.**

Prices are valid for 30 days from date of quote Air Preheater's minimum billing is \$150 per order/release/shipment

**\*\*Lead Time:** Based on material shipment after receipt of approved purchase order and/or authorization to manufacture.

For additional information please contact:

**Guy I. Drake, Project Manager****Ph: (585) 596-2689****Fax: (585) 596-2631****E-mail: guy.i.drake@power.alstom.com**

**Air Preheater Company**  
Heat Recovery Services - Project Development

**IP7\_022316**

**From:** James Nelson<JIM-N@ipsc.com> (Bret Kent)  
**To:** Bret Kent  
**Date:** 12/20/2010 2:04 PM  
**Subject:** Re: Additions to SAH Installation Contract.

See me when you get back. A bit of a change of plans.

>>> Bret Kent 11/21/2003 3:29:32 PM >>>  
James,

Per our conversation, could you call the following contractors and discuss these items? (Bids were sent out Friday)

For TEI, MEI, and Alstom: Need to have them quote labor and materials for installing T-bars and Rotor Angles (see the attached quote). This should be quoted on a per Air Heater price and should take into account that the these parts are to be removed during the change out anyway (see attached email). 2 sets to be purchased this year and held if not used for next year. Bids are due back the 11th. Maybe encourage them to get them back early...

For TEI and MEI Only: Need to provide package price for combining the SAH with the Burners.

TEI Construction Services, Inc.  
Attn: Charles A. Steede  
7870 Schillinger  
Park West  
Mobile, AL 36608  
Tel: 251-633-4181  
Fax: 251-633-4158

Maintenance Enterprises, Inc.  
Attn: Mike Simonds  
703 E. Gardena Blvd  
Gardena, CA 90248  
Tel: 310-239-0004  
Fax: 310-329-0006

ALSTOM Power, Inc.  
Jerry Bennett  
2360 Northwest Marine Drive  
Troutdale, OR 97060  
Tel: 503-669-1591  
Fax: 503-669-0710

Thanks for your help,

Bret



Ralph,

We haven't returned the (3) PO copies yet because you had revised the T&C's from our suggestions. We have had them reviewed again and have only one required change/revision. See attached page. If this is acceptable I can revise all copies and have it signed or if you do not agree and need to negotiate further please contact our Commercial Manager, Mr. Dave Reynolds @ (585) 596-2615.

Thanks.

Guy Drake  
APC

**PART E - DIVISION E2****ADDITIONAL GENERAL CONDITIONS**

1. **Guarantee:** Contractor guarantees and warrants for a minimum period of one (1) year after delivery, and for such longer period as may be specified by the applicable statute of limitations, that all materials, services, equipment, and other Work furnished are free from defects and otherwise conform to the terms of the Contract, including, but not limited to, the Article entitled Materials and Work in Part E, Division E1, General Conditions.

Contractor shall repair or replace, as IPSC may direct, all defective materials, services, equipment, or other Work. Such repair or replacement shall be F.O.B. at such destination as IPSC may direct (contract delivery point, point of installation, point of consumption, etc.). IPSC's right to demand repair or replacement is in addition to any other remedies that may be available for breach of the foregoing guarantee and warranty. IPSC will provide work area, utilities, and access and egress to enable Contractor to perform its obligation under this Article 1. ~~Contractor shall be responsible for all cost incurred to perform such repair or replacement if defective materials, services, equipment, or other Work was in place, in process, or installed and found to be defective.~~

REMOVE  
THIS  
SENTENCE

Contractor shall, for the protection and benefit of IPA, IPSC, and LADWP, obtain guarantees conforming to the foregoing two (2) paragraphs from each of its vendors and subcontractors with respect to materials, services, equipment, or other portions of the Work. Such guarantees from vendors and subcontractors shall be in addition to, and not in lieu of, Contractor's own guarantees. Contractor will have no obligations to IPSC under Article 1 for losses caused by: (a) IPSC failure to operate or maintain the Goods in accordance with generally approved industry practice; or (b) IPSC failure to operate or maintain the Goods in accordance with instructions from Contractor; or (c) IPSC failure to give Contractor written notice within a reasonable time, not to exceed thirty (30) days of IPSC's discovery of a specifically identifiable defect; or (d) the Goods or any component of the Goods having been altered, repaired, or fabricated by someone other than Contractor; or (e) the Goods having been installed by someone other than Contractor, and the installation is not done in accordance with Contractor's instructions; or (f) corrosion, erosion, fouling and/or plugging of the Goods, or a fire or explosion relating to such corrosion, erosion, fouling, or plugging.

Contractor warrants to IPSC that at delivery, the Goods will be free of any liens or encumbrances. If there are any such liens or encumbrances, Contractor will cause them to be discharged promptly after IPSC has notified Contractor of their existence.

Contractor warrants to IPSC that the Services, if any, will be performed in a good and workmanlike manner. If within the Warranty Period, IPSC discovers that any portion of the Services was not performed in a good workmanlike manner, IPSC must give Contractor notice within a reasonable time, not to exceed thirty (30) days of IPSC's discovery and Contractor will perform again that portion of the Services.

See attached

IPSC CONTRACT #04-45615  
ALSTOM AIR PREHEATER COMPANY

**TIMELINE**

9/5/03 Original spec/req routed for approval  
9/18/03 Original req signed by G.Cross  
9/18/03 Email from B.Kent to R.Newberry with soft copy of the spec's attached  
9/24/03 Source Directed Purchase memo signed by D.Killian  
10/1/03 R.Newberry requests soft copy of Ultimate Fuel Analysis (UFA) – hard copy was included in spec.  
10/2/03 B.Kent responds with email soft copy of UFA  
10/21/03 R.Newberry requests example (per comments from IPSC Lawyer) for calculating liquidated damages.  
10/21/03 B.Kent responds with email example for calculating liquidated damages. Followup phone call convinces R.Newberry that the example is not needed and the text is sufficient.  
10/23/03 B.Harvey signs original req  
10/23/03 C.Elmer requests another soft copy of UFA.  
10/23/03 B.Kent responds with another emailed soft copy of UFA  
10/24/03 ALSTOM requests Letter of Intent to insure delivery of materials by outage.  
10/28/03 ALSTOM confirms receipt of spec's  
10/29/03 ALSTOM responds with proposal  
10/29/03 Letter of Intent routed for approval  
10/30/03 Request from IPSC to ALSTOM for revised payment schedule to accommodate increase in cost.  
10/31/03 Conference call with ALSTOM to work out details for revised payment schedule.  
11/4/03 Letter of Intent signed by G.Cross.  
11/6/03 Req's for transportation and increase in materials cost routed for approval.  
11/7/03 Letter of Intent received by ALSTOM  
11/10/03 Req's for transportation and increase in materials cost signed by G.Cross.  
11/20/03 Phone call from J.Nelson to B.Harvey requesting that req's be signed.  
11/20/03 Req's signed by B.Harvey.  
11/21/03 Contract/Specs resent to ALSTOM.  
12/2/03 ALSTOM returns paragraph they took exception to in the original contract. IPSC Purchasing had returned it unchanged - with out negotiating.  
12/3/03 Per TS request Purchasing removed the sentence and faxed the page back to ALSTOM.

Bret,

Mr. Joe Smith, Manager, HRP Project Management will be responsible in executing your order through delivery. Please contact Joe with requests and correspondence in regards to this order. For new business please continue to work with Mr. Gary Allen of our area office.

Its been a pleasure working with everyone at IPSC and thank you for your order.

Mr. Joe Smith:

Phone: (585) 596-2710

Fax: (585) 593-7566

Email: [joseph.a.smith@power.alstom.com](mailto:joseph.a.smith@power.alstom.com)

Happy Holidays,

Guy Drake  
APC

ABT 2006 Spring Outage

|                                   |               |
|-----------------------------------|---------------|
| Material                          |               |
| Segment Wear Liners               | \$ 107,100.00 |
| Fuel Injector diffuser/wear liner | \$ 92,000.00  |
| Ceramic Bricks                    | \$ 7,050.00   |
| Tips, 309SS 42" from PI           | \$ 4,570.00   |
| Throat Segments                   |               |
| # bags Super Abrade               | \$ 798.00     |
| F3 burner 06-48595                |               |

Sub Total \$ 211,518.00

Total Material

|                |               |
|----------------|---------------|
| Labor          |               |
| PO Release 320 | \$ 256,834.00 |
| PO Release 319 | \$ 21,000.00  |
| F3             | \$ 6,183.00   |

Sub Total \$ 284,017.00

Total \$ 495,535.00

---

2008

|                                          |                       |          |                 |
|------------------------------------------|-----------------------|----------|-----------------|
| ABT                                      | Unit Price            | Quantity | Total           |
| Fuel Injectors price each                | \$ 36,300.00          | 48       | \$ 1,742,400.00 |
|                                          | shipping              | 10%      | \$ 174,240.00   |
| 15% discount if ordered by June 15, 2006 | taxes                 |          | \$ 12,196.80    |
|                                          | misc                  |          | \$ 20,000.00    |
|                                          | total materials + 10% |          | \$ 2,143,720.48 |
| Labor                                    |                       |          | \$ 350,000.00   |
|                                          | sub total             |          | \$ 2,493,720.48 |
|                                          | 3% inflation          |          | \$ 2,568,532.09 |

2008

Power Industrial (PI)

|                  |                      |          |               |
|------------------|----------------------|----------|---------------|
|                  | Unit Price           | Quantity | Total         |
| Coal Nozzles     | \$ 7,250.00          | 48       | \$ 348,000.00 |
| Conical Diffuser | \$ 1,225.00          | 48       | \$ 58,800.00  |
| Coal Deflector   | \$ 360.00            | 48       | \$ 17,280.00  |
| Seal Plate       | \$ 250.00            | 48       | \$ 12,000.00  |
|                  | misc                 |          | \$ 20,000.00  |
|                  | sub total            |          | \$ 456,080.00 |
|                  | material change +20% |          | \$ 547,296.00 |
|                  | shipping 10%         |          | \$ 54,729.60  |
|                  | taxes                |          | \$ 3,831.07   |
|                  | Total materials      |          | \$ 605,856.67 |
| Labor            | Total labor          |          | \$ 350,000.00 |

|       |               |
|-------|---------------|
| Total | \$ 955,856.67 |
|-------|---------------|

Tip Only Option

|          |                 |          |               |
|----------|-----------------|----------|---------------|
|          | Unit Price      | Quantity | Total         |
| Coal Tip | \$ 4,110.00     | 48       | \$ 197,280.00 |
|          | material change | 20%      | \$ 236,736.00 |
|          | misc            |          | \$ 20,000.00  |
|          | shipping        |          | \$ 19,728.00  |
|          | taxes           |          | \$ 1,380.96   |
|          | Total materials |          | \$ 277,844.96 |
|          | Total Labor     |          | \$ 350,000.00 |
|          | Total           |          | \$ 627,844.96 |

Guy,

One last question before I let you go... We are meeting with a scrap metal salvage company later this week. Can you verify that all the materials we will be pulling out are mild steel. Are there any other materials in substantial quantities that will need to be dealt with?

Thanks for all your help.

Happy Holidays,

Bret

>>> <guy.i.drake@power.alstom.com> 12/15/2003 8:15:15 AM >>>

Bret,

Mr. Joe Smith, Manager, HRP Project Management will be responsible in executing your order through delivery. Please contact Joe with requests and correspondence in regards to this order. For new business please continue to work with Mr. Gary Allen of our area office.

Its been a pleasure working with everyone at IPSC and thank you for your order.

Mr. Joe Smith:

Phone: (585) 596-2710

Fax: (585) 593-7566

Email: [joseph.a.smith@power.alstom.com](mailto:joseph.a.smith@power.alstom.com)

Happy Holidays,

Guy Drake  
APC



Bret,

Original materials:

Cold end basket frames-low alloy steel (corten)

Cold end heating element-low alloy steel

Hot interm basket frames-hot and cold rolled low carbon steel

Hot interm heating element-low alloy steel

Hot end basket frames-hot and cold rolled low carbon steel

Hot end heating element-low alloy steel

Rotor seals-low alloy steel

Best regards,

Guy Drake

APC



**Bret Kent** <Bret-K@ipsc.com>

12/15/2003 12:30 PM

To: Guy I. Drake/USWEL01/Power/ALSTOM@GA

cc:

Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

Guy,

One last question before I let you go... We are meeting with a scrap metal salvage company later this week. Can you verify that all the materials we will be pulling out are mild steel. Are there any other materials in substantial quantities that will need to be dealt with?

Thanks for all your help.

Happy Holidays,

Bret

>>> <guy.i.drake@power.alstom.com> 12/15/2003 8:15:15 AM >>>

Bret,

about:blank

12/20/2010

**IP7\_022326**

Mr. Joe Smith, Manager, HRP Project Management will be responsible in executing your order through delivery. Please contact Joe with requests and correspondence in regards to this order. For new business please continue to work with Mr. Gary Allen of our area office.

Its been a pleasure working with everyone at IPSC and thank you for your order.

Mr. Joe Smith:

Phone: (585) 596-2710

Fax: (585) 593-7566

Email: [joseph.a.smith@power.alstom.com](mailto:joseph.a.smith@power.alstom.com)

Happy Holidays,

Guy Drake  
APC

|                                                                                                                                                                                           |                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| <b>TEI Construction Services, Inc.</b><br>7870 SCHILLINGER PARK WEST<br>MOBILE, ALABAMA 36608                                                                                             |                              |
| <b>FAX COVER SHEET</b>                                                                                                                                                                    |                              |
| Date:                                                                                                                                                                                     | <u>12-16-03</u>              |
| From:                                                                                                                                                                                     | <u>Tinker Street</u>         |
| Number Of Pages (Including This Sheet):                                                                                                                                                   | <u>3</u>                     |
| To:                                                                                                                                                                                       | <u>Bret Kent</u>             |
| Fax Number:                                                                                                                                                                               | _____                        |
| Comments:                                                                                                                                                                                 | <u>Air handler Proposal.</u> |
|                                                                                                                                                                                           |                              |
|                                                                                                                                                                                           |                              |
|                                                                                                                                                                                           |                              |
|                                                                                                                                                                                           |                              |
|                                                                                                                                                                                           |                              |
| Note: If any of these fax copies are illegible, or you do not receive the same number of pages as stated above, please contact us immediately at: Phone (251) 633-4181 Fax (251) 633-4158 |                              |

IP7\_022328



**TEI CONSTRUCTION SERVICES, INC.**  
A Babcock Power Inc. Company

December 16, 2003

IPP  
850 Brush Wellman Rd.  
Delta, UT 84624

Attn: Mr. Bret Kent

RE: T-Bars & Rotor Angles Material

Dear Sir

TEI would like to offer our proposal to furnish the Materials requested in your fax on 12-15-03 as for the labor there would not be any additional cost to IPP for the removal and installation is already included in the basket change out.

We are sending two ca proposals that we received for the material. Which ever one that IPP would like, we would buy them from those people the cost would be as stated plus Freight & Mark up per the contract of 15%.

If there are any other matters we can help with please contact me at 251-633-4181 or on my cell 251-401-9379.

Sincerely

A handwritten signature in black ink that reads 'Charles A. Steede'.

Charles A. (Tinker) Steede  
Regional Manager

TEI Construction Services, Inc.  
7870 Springdale Park West  
Mobile, AL 36608

Tel: (251) 823-4181  
Fax: (251) 823-4158  
Web: www.teiservices.com

IP7\_022329

12/16/2003 00:49 2516334158

TEICONSTRUCTIONSERVI

PAGE 03

Dec 16 03 06:44a

Deborah Amberson

9099266386

P.1

**FACSIMILE  
TRANSMITTAL**

---

**Name:** Tinker Steele  
**Organization:** T.E.I.  
**Fax Number:** 251-633-4158  
**From:** Jack Freidberg  
Power Replacements, Inc.  
**Date:** December 16, 2003  
**Subject:** T-bars and by pass angle  
**Pages:** 1

Rotor size is a 33.5 VI

2 sets standard t-bars (48 t-bars with clips) \$ 9,000.00

2 sets bypass angles ( 3 X 2 X 1/4 X 120 16 pcs) \$ 3,800.00

All prices are FOB Riverside Calif freight collect  
Delivery 1 to 2 weeks



909-926-6376

IP7\_022330

12/16/2003 00:49 2516334158

TEICONSTRUCTIONSERVI

PAGE 04

12/16 '03 11:17

ID: AIR PREHEATER-HRS

FAX: 585-593-3172

PAGE 1

**ALSTOM Power Inc.**Air Preheater Company  
2000 Tenth Road, P.O. Box 272  
Walden, NY 14155Quote Number: **348-2060-4100**

Page Number: 1 of 1

Telecopy Quotation To: **RANDY BROWN / TINKY STONE**  
Location: **TEE CONSTRUCTION SEE**  
Phone: **851-683-4181**  
Fax: **851-683-4158**P.O. No. \_\_\_\_\_  
Tax Exempt No. \_\_\_\_\_  
Signed: \_\_\_\_\_  
Date: \_\_\_\_\_

NO VERBAL ORDERS. PLEASE: FOR EMERGENCY / RUSH ORDERS, RETURN THIS DOCUMENT SIGNED AND DATED ABOVE, OR FAX A COPY OF YOUR ORDER IMMEDIATELY SO THAT WE MAY PROCEED. YOUR COMPLETED ORDER IS REQUIRED IN-HOUSE PRIOR TO SHIPMENT.

**Area Office: LA**Payment Terms: **Net 30**

| Quote Date | Customer Inquiry Number | Customer Inquiry Date | Shipment of Materials After Receipt of Order | All Prices are:                 |
|------------|-------------------------|-----------------------|----------------------------------------------|---------------------------------|
| 12/16/03   | VERBAL                  | 12/16/03              | 6 WEEKS                                      | F&B SHIPPING PT. - FRT. COLLECT |

Station: **LYNDYL #2**Size: **33 1/2" - VIM**

Ljungström® Air Preheater

LAP-4100

| Item No. | Part Number | Description                                                                                  | Order Qty | U/M  | Unit Price | Total Price        |
|----------|-------------|----------------------------------------------------------------------------------------------|-----------|------|------------|--------------------|
| 1        |             | FLOATING T-BAR - HOT & COLD ENDS WITH INSTALLATION MATERIAL                                  | 2         | SETS | \$9,868.00 | \$19,736.00        |
| 2        |             | ROTOR ANGLES - HOT & COLD ENDS                                                               | 2         | SETS | \$6,160.00 | \$12,320.00        |
|          |             | <b>TOTAL</b>                                                                                 |           |      |            | <b>\$32,056.00</b> |
|          |             | WE NORMALLY RECOMMEND NEW ROTOR ANGLES WHEN INSTALLING NEW T-BARS IF THE CONDITIONS WARRANT. |           |      |            |                    |
|          |             | APPROX. WGT. T-BAR = 6000 * *                                                                |           |      |            |                    |
|          |             | APPROX. WGT. RTR. ANG. = 4000 * *                                                            |           |      |            |                    |

For tax purposes, Purchase Order is required prior to Shipment. Late Payments are subject to a charge of 1 1/4% per month.

The Air Preheater Company, Inc. "Standard Terms and Conditions of Sale" GS-634-HRSA-10/24/00 shall apply to this transaction.

Prices are valid for 30 days from date of quote. Air Preheater's minimum billing is \$150 per order/release/shipment.

\*\*Lead Time: Based on material shipment after receipt of approved purchase order and/or authorization to manufacture.

For additional information please contact:

Air Preheater Company  
Heat Recovery Services - Project Development

Chris Anderton - Sr. Customer Service Rep

Ph: (585) 596-2686

Fax: (585) 593-3172 or (585) 596-2631

e-mail: [chris.anderton@power.alstom.com](mailto:chris.anderton@power.alstom.com)

VISIT US AT OUR WEBSITE:

[www.airpreheatercompany.com](http://www.airpreheatercompany.com)

IP7\_022331

Joe,

In evaluating the installation proposals from various contractors, the follow question came up. Can you please advise if 100 man hours in sufficient time for alignment, adjustment (including sector plates) and start up of each heater? I believe their estimate uses 10 men per air heater. One 10 hour shift doesn't seem like adequate time to complete this work.

Thanks for your help in this matter.

Regards,

~~~~~  
Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

>>> <guy.i.drake@power.alstom.com> 12/15/2003 8:15:15 AM >>>

Bret,

Mr. Joe Smith, Manager, HRP Project Management will be responsible in executing your order through delivery. Please contact Joe with requests and correspondence in regards to this order. For new business please continue to work with Mr. Gary Allen of our area office.

Its been a pleasure working with everyone at IPSC and thank you for your order.

Mr. Joe Smith:
Phone: (585) 596-2710
Fax: (585) 593-7566
Email: joseph.a.smith@power.alstom.com

Happy Holidays,

Guy Drake
APC

From: <joseph.a.smith@power.alstom.com> (Bret Kent)
To: Bret Kent
CC: kent.e.ritter@power.alstom.com
Date: 12/20/2010 2:06 PM
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615
Attachments: pic05752.pcx; pic13758.pcx; pic15433.pcx

See below response for our service manager. For further details, please contact Kent Ritter directly. His number is 585-596-2643.

(Embedded image moved 12/18/2003 10:30 AM (Phone: +1585-596-2643, Dept.: HRS-TECHNICAL SERVICE SUPPORT)
to file:
pic05752.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc: Cary J Childs/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

This would depend dramatically on how much alignment and adjustment is required , and also on what condition the sector plate and axial seal plate adjusters are in assuming , of course , that any of those sealing surfaces need to be moved . Also , the rotor could need to be releveled , again , depending on the results of the alignment readings taken .

Using 10 men per air heater to perform these tasks is impractical . I would say 3 to 4 would be more prudent . That would make it require about 3 shifts of 10 hours , but whether or not you could complete that scope in that time frame would depend on the preceding as well as productivity of the workers , etc . , etc .

As Bret alludes , this is all on a per air heater basis .

If it would help , I would like to discuss specifics with Bret . Have him call me .

For your information , I am planning on Harlan Finnemore doing this job , as is the customer .

Let me know if you need anything else .

----- Forwarded by Kent E. Ritter/USWEL01/Power/ALSTOM on

12/18/2003 10:12 AM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM
image moved 12/18/2003 09:54 AM (Phone: +585-596-2710, Dept.: HRP)
to file:
pic13758.pcx)

To: Cary J Childs/USWEL01/Power/ALSTOM@GA, Kent E.
Ritter/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

Intermountain. Do either of you have any input to this? If not, who would
you suggest.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on
12/18/2003 09:53 AM -----

(Embedded Bret Kent <Bret-K@ipsc.com>
image moved 12/17/2003 06:31 PM
to file:
pic15433.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc: Guy I. Drake/USWEL01/Power/ALSTOM@GA
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

Joe,

In evaluating the installation proposals from various contractors, the
follow question came up. Can you please advise if 100 man hours in
sufficient time for alignment, adjustment (including sector plates) and
start up of each heater? I believe their estimate uses 10 men per air
heater. One 10 hour shift doesn't seem like adequate time to complete this
work.

Thanks for your help in this matter.

Regards,

IP7_022334

~~~~~

Bret Kent  
Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

>>> <[guy.i.drake@power.alstom.com](mailto:guy.i.drake@power.alstom.com)> 12/15/2003 8:15:15 AM >>>

Bret,

Mr. Joe Smith, Manager, HRP Project Management will be responsible in  
executing your order through delivery. Please contact Joe with requests and  
correspondence in regards to this order. For new business please continue  
to work with Mr. Gary Allen of our area office.

Its been a pleasure working with everyone at IPSC and thank you for your  
order.

Mr. Joe Smith:  
Phone: (585) 596-2710  
Fax: (585) 593-7566  
Email: [joseph.a.smith@power.alstom.com](mailto:joseph.a.smith@power.alstom.com)

Happy Holidays,

Guy Drake  
APC

IP7\_022335

Please provide a contact name and information in shipping department or elsewhere to be used as the contact for the dispatcher of the freight company.

Thanks,

~~~~~  
Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

From: <lyle.j.nye@power.alstom.com> (Bret Kent)
To: Bret-K@ipsc.com; joseph.a.smith@power.alstom.com
CC: tim.j.colligan@power.alstom.com; william.j.updyke@power.alstom.com
Date: 12/20/2010 2:06 PM
Subject: Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2, LAP-4098/4100Contract 04-45615)
Attachments: pic18087.pcx; pic31060.pcx; pic01926.pcx

Bret,
William Updyke will probably be handling the shipment of this order. He can be your primary contact. In the event that he is not available and you need assistance you can also contact me. I may not have the answer right when you call, but I can certainly get what you need and call you back. This order is not scheduled to ship until 2-13-04, with an on-site date of 2-20-04. We will be in contact with you prior to 2-13-04 for shipping instructions.

Our e-mail addresses, and phone/fax numbers are listed below.

Lyle Nye @ APCO

William Updyke Ph: 585-596-2653 e-mail:
William.J.Updyke@Power.Alstom.com
Lyle Nye Ph: 585-596-2822 e-mail:
Lyle.J.Nye@Power.Alstom.com
for both: Fax: 585-593-7170

(Embedded Tim J. Colligan/USWEL01/Power/ALSTOM
image moved 01/07/2004 07:52 AM (Phone: +1716-596-2619)
to file:
pic18087.pcx)

To: William J Updyke/USWEL01/Power/ALSTOM@GA, Lyle J.
Nye/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2,
LAP-4098/4100 Contract 04-45615)

Security Level:? Internal

Which one of you will be doing this? Please let Bret know. You might copy Joe also.

Tim

IP7_022337

----- Forwarded by Tim J. Colligan/USWEL01/Power/ALSTOM on
01/07/2004 07:51 AM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM
image moved 01/06/2004 11:41 AM (Phone: +585-596-2710, Dept.: HRP)
to file:
pic31060.pcx)

To: Tim J. Colligan/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2,
LAP-4098/4100 Contract 04-45615) (Document link: Tim J. Colligan)

Security Level:? Internal

Please let Bret know who in your department will be handling the shipment
of APX-03062597.

(Embedded Bret Kent <Bret-K@ipsc.com>
image moved 01/05/2004 05:05 PM
to file:
pic01926.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc:
Subject: Shipping Department Contact (PSC Lynndyl Units #1 & 2,
LAP-4098/4100 Contract 04-45615)

Security Level:? Internal

Please provide a contact name and information in shipping department or
elsewhere to be used as the contact for the dispatcher of the freight
company.

Thanks,

~~~~~  
Bret Kent  
Intermountain Power Service Corp

IP7\_022338

850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447

fx. (435) 864-0747

[bret-k@ipsc.com](mailto:bret-k@ipsc.com)

<http://www.intermountainpower.com/>

**IP7\_022339**

**From:** <lyle.j.nye@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**CC:** joseph.a.smith@power.alstom.com; ortaville.r.dodson@power.alstom.com; ...  
**Date:** 12/20/2010 2:07 PM  
**Subject:** Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2, LAP-4098/4100Contract04-45615)  
**Attachments:** pic14932.pcx

Bret,  
Sorry for the confusion. The sales order is not complete in our system. There is Heating Element on this order which I was unaware of when I sent the first e-mail. The only thing I was reporting on was the ship loose material, which will only be a couple of loads and a ship date of the 13th will work. There will be a bunch of trucks for the element and I will have to give you yet another contact for the Element. The Heating Element is not made at this Plant. It is made and shipped from our other Plant here in Wellsville. The element probably will start loading around the 1st of February, but Bud can verify that for you.

apologies again for the confusion,  
Lyle @ APCO

for the Heating Element:  
Bud Dodson  
Ph: 585-596-2873  
fax: 585-596-2722  
e-mail: [Ortaville.R.Dodson@Power.Alstom.com](mailto:Ortaville.R.Dodson@Power.Alstom.com)

(Embedded Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
image moved 01/07/2004 11:12 AM  
to file:  
pic14932.pcx)

To: Lyle J. Nye/USWEL01/Power/ALSTOM@GA  
cc:  
Subject: Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2, LAP-4098/4100Contract 04-45615)

Security Level:? Internal

Lyle,

I am not sure I understand. Assuming 5 days transit time, the ship date

IP7\_022340

of the 13th would mean that you are loading out 51 semi loads in 1-2 days. My understanding was that trucks would start rolling out on Feb 1. Please clarify.

Thanks,

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

>>> <lyle.j.nye@power.alstom.com> 1/7/2004 7:13:39 AM >>>

Bret,
William Updyke will probably be handling the shipment of this order. He can be your primary contact. In the event that he is not available and you need assistance you can also contact me. I may not have the answer right when you call, but I can certainly get what you need and call you back. This order is not scheduled to ship until 2-13-04, with an on-site date of 2-20-04. We will be in contact with you prior to 2-13-04 for shipping instructions.

Our e-mail addresses, and phone/fax numbers are listed below.

Lyle Nye @ APCO

William Updyke Ph: 585-596-2653 e-mail:
William.J.Updyke@Power.Alstom.com
Lyle Nye Ph: 585-596-2822 e-mail:
Lyle.J.Nye@Power.Alstom.com
for both: Fax: 585-593-7170

(Embedded Tim J. Colligan/USWEL01/Power/ALSTOM
image moved 01/07/2004 07:52 AM (Phone: +1716-596-2619)
to file:
pic18087.pcx)

IP7_022341

To: William J Updyke/USWEL01/Power/ALSTOM@GA, Lyle J.
Nye/USWEL01/Power/ALSTOM@GA

cc:

Subject: Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2,
LAP-4098/4100 Contract 04-45615)

Security Level:? Internal

Which one of you will be doing this? Please let Bret know. You might
copy
Joe also.

Tim

----- Forwarded by Tim J. Colligan/USWEL01/Power/ALSTOM

on

01/07/2004 07:51 AM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM

image moved 01/06/2004 11:41 AM (Phone: +585-596-2710, Dept.: HRP)

to file:

pic31060.pcx)

To: Tim J. Colligan/USWEL01/Power/ALSTOM@GA

cc:

Subject: Re: Shipping Department Contact (PSC Lynndyl Units #1 & 2,
LAP-4098/4100 Contract 04-45615) (Document link: Tim J. Colligan)

Security Level:? Internal

Please let Bret know who in your department will be handling the shipment
of APX-03062597.

(Embedded Bret Kent <Bret-K@ipsc.com>

image moved 01/05/2004 05:05 PM

to file:

pic01926.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA

cc:

Subject: Shipping Department Contact (PSC Lynndyl Units #1 & 2,
LAP-4098/4100 Contract 04-45615)

Security Level:? Internal

Please provide a contact name and information in shipping department or
elsewhere to be used as the contact for the dispatcher of the freight

IP7_022342

company.

Thanks,

~~~~~

Bret Kent  
Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>



IP7\_022344

**From:** <william.j.updyke@power.alstom.com> (Bret Kent)  
**To:** BRET-K@IPSC.COM  
**Date:** 12/20/2010 2:07 PM  
**Subject:** 03062597 / 0445615

Bret,

I have a load of material going to Intermountain power serv, Delta UT .. I have been instructed to contact you for shipping instructions. Our loading hours are 7 am to 2 pm Monday thru Friday, please notify me with the carrier name and time he or she will be picking up load.

1 load 42,496 lbs  
10 skd's and box's  
load needs to be tarped

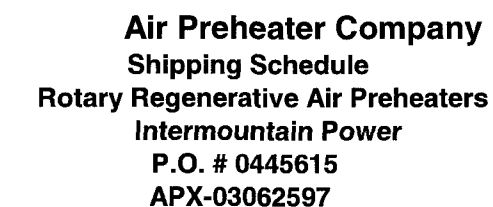
William Updyke phone: 585-596-2653  
Alstom Power Air Preheater co.  
3020 truax rd.  
Wellsville NY 14895

phone: 585-596-2653  
fax; 585-593- 7170

**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**CC:** lawrence.g.cowburn@power.alstom.com; william.j.updyke@power.alstom.com  
**Date:** 12/20/2010 2:07 PM  
**Subject:** Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
**Attachments:** shipping schedule jan 22 04.xls

Attached find our proposed shipping schedule for this project. Keep in mind that this could change slightly based on truck availability and or transit time, however, we will do our best to maintain this schedule. Any comments and or questions please contact me.

(See attached file: shipping schedule jan 22 04.xls)

[illegible]

**Summary:**

|                                           |                          |
|-------------------------------------------|--------------------------|
| one truck loaded on 1-24 arrive on 1-26   | Rotor Mods & seal gauges |
| four trucks loaded on 2-2 arrive on 2-4   | CE baskets               |
| four trucks loaded on 2-3 arrive on 2-5   | CE baskets               |
| four trucks loaded on 2-4 arrive on 2-6   | CE baskets               |
| four trucks loaded on 2-5 arrive on 2-7   | CE baskets               |
| four trucks loaded on 2-6 arrive on 2-9   | CE baskets               |
| five trucks loaded on 2-9 arrive on 2-11  | CE baskets               |
| five trucks loaded on 2-10 arrive on 2-12 | HE baskets               |
| five trucks loaded on 2-11 arrive on 2-13 | HE baskets               |
| five trucks loaded on 2-12 arrive on 2-14 | HE baskets               |
| five trucks loaded on 2-13 arrive on 2-16 | HE baskets               |
| one truck loaded on 2-16 arrive on 2-18   | HE baskets & rotor seals |

ALSTOM Power, Inc.  
Air Preheater Company

**IP7\_022347**

**From:** <william.j.updyke@power.alstom.com> (Bret Kent)  
**To:** BRET-K@IPSC.COM; joseph.a.smith@power.alstom.com  
**Date:** 12/20/2010 2:08 PM  
**Subject:** 03062597 / 0445615

Bret,

Joe Smith contacted me and asked what our procedure is on tarping material leaving our facility. We as a company usually tarp all loads of material from November 1 to April 1.. The decision of tarping any of the loads is totally up to you, since you are routing the freight.

Thanks, William Updyke

HEY BRET JUST TOUCHING BASE WITH YOU ON THE SHIPMENTS. I HAVE 6 TRUCKS SCHEDULED TO DELIVER TOMMAROW. THEY ARE HAVING A TOUGH TIME DUE TO THE STORM AND ROAD CLOSINGS. I WILL TALK TO YOU TOMMAROW REGARDING SATURDAYS DELIVERIES IT LOOKS LIKE THERE WILL BE 5-6 LOADS. MONDAY NOT SURE YET WILL KEEP YOU POSTED. THANKS



**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**Date:** 12/20/2010 2:08 PM  
**Subject:** Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
**Attachments:** pic11008.pcx; pic05844.pcx; shipping schedule jan 22 04.xls

We need your help to get back on track. Notice the revised schedule will show how many trucks we need from NEW TECH to make the date.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/05/2004 04:18 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 02/05/2004 04:18 PM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic11008.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R  
Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

Revised schedule due to the lack of trucks showing up to be loaded.

Bret,  
I will call you.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/05/2004 04:15 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 01/23/2004 08:28 AM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic05844.pcx)

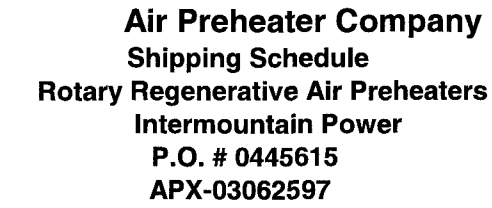
To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, William J  
Updyke/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
(Document link: Joseph A. Smith)

IP7\_022350

Security Level:?            Internal

Attached find our proposed shipping schedule for this project. Keep in mind that this could change slightly based on truck availability and or transit time, however, we will do our best to maintain this schedule. Any comments and or questions please contact me.

(See attached file: shipping schedule jan 22 04.xls)



### Shipping of Rotor Mods

**Shipping of HE Baskets**  
**Approx. 21 Truck Loads**

### Shipping of Rotor Seals On last Truck of Baskets

Summary:

|                                           |                          |
|-------------------------------------------|--------------------------|
| one truck loaded on 1-24 arrive on 1-26   | Rotor Mods & seal gauges |
| four trucks loaded on 2-2 arrive on 2-4   | CE baskets               |
| four trucks loaded on 2-3 arrive on 2-5   | CE baskets               |
| four trucks loaded on 2-4 arrive on 2-6   | CE baskets               |
| four trucks loaded on 2-5 arrive on 2-7   | CE baskets               |
| four trucks loaded on 2-6 arrive on 2-9   | CE baskets               |
| five trucks loaded on 2-9 arrive on 2-11  | CE baskets               |
| five trucks loaded on 2-10 arrive on 2-12 | HE baskets               |
| five trucks loaded on 2-11 arrive on 2-13 | HE baskets               |
| five trucks loaded on 2-12 arrive on 2-14 | HE baskets               |
| five trucks loaded on 2-13 arrive on 2-16 | HE baskets               |
| one truck loaded on 2-16 arrive on 2-18   | HE baskets & rotor seals |

ALSTOM Power, Inc.  
Air Preheater Company

**IP7\_022352**

**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**CC:** lawrence.g.cowburn@power.alstom.com; ortaville.r.dodson@power.alstom.com  
**Date:** 12/20/2010 2:09 PM  
**Subject:** Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
**Attachments:** shipping schedule feb 6 04.xls; pic10712.pcx; pic02600.pcx; pic02510.pcx; shipping schedule jan 22 04.xls

See attached a revised shipping schedule. Please notice that if we do not receive the revised number trucks the last truck may not arrive at site on or before Feb. 20, 2004.

(See attached file: shipping schedule feb 6 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/06/2004 10:31 AM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 02/05/2004 04:21 PM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic10712.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc:  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

We need your help to get back on track. Notice the revised schedule will show how many trucks we need from NEW TECH to make the date.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/05/2004 04:18 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 02/05/2004 04:18 PM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic02600.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R  
Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

IP7\_022353

Revised schedule due to the lack of trucks showing up to be loaded.

Bret,  
I will call you.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on  
02/05/2004 04:15 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 01/23/2004 08:28 AM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic02510.pcx)

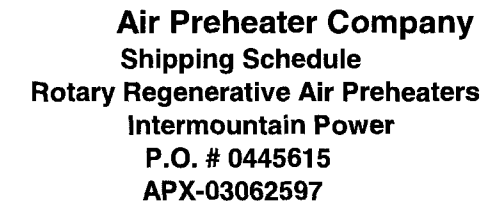
To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, William J  
Updyke/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
(Document link: Joseph A. Smith)

Security Level:? Internal

Attached find our proposed shipping schedule for this project. Keep in mind that this could change slightly based on truck availability and or transit time, however, we will do our best to maintain this schedule. Any comments and or questions please contact me.

(See attached file: shipping schedule jan 22 04.xls)

**IP7\_022354**



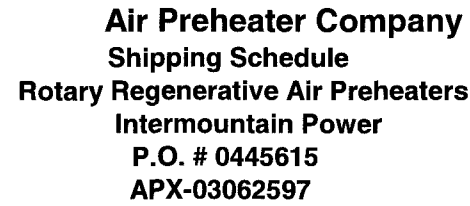
**NOTE: Due to the number (less than originally planned) of trucks sent between 2-2 and 2-7, we must receive the revised number of trucks to ensure that the last truck arrives at site by 2-20-04.**

**JAS**  
**22-Jan-04**  
**Rev. 2 (2-6-04)**

Rotor Mods & seal gauges  
CE baskets  
CE baskets  
CE baskets  
CE baskets  
CE baskets  
CE baskets  
CE baskets  
HE baskets  
HE baskets  
HE baskets  
HE baskets  
HE baskets & rotor seals

ALSTOM Power, Inc.  
Air Preheater Company

**IP7\_022355**



### Shipping of Rotor Mods

**Shipping of HE Baskets**  
**Approx. 21 Truck Loads**

### Shipping of Rotor Seals On last Truck of Baskets

**Summary:**

|                                           |                          |
|-------------------------------------------|--------------------------|
| one truck loaded on 1-24 arrive on 1-26   | Rotor Mods & seal gauges |
| four trucks loaded on 2-2 arrive on 2-4   | CE baskets               |
| four trucks loaded on 2-3 arrive on 2-5   | CE baskets               |
| four trucks loaded on 2-4 arrive on 2-6   | CE baskets               |
| four trucks loaded on 2-5 arrive on 2-7   | CE baskets               |
| four trucks loaded on 2-6 arrive on 2-9   | CE baskets               |
| five trucks loaded on 2-9 arrive on 2-11  | CE baskets               |
| five trucks loaded on 2-10 arrive on 2-12 | HE baskets               |
| five trucks loaded on 2-11 arrive on 2-13 | HE baskets               |
| five trucks loaded on 2-12 arrive on 2-14 | HE baskets               |
| five trucks loaded on 2-13 arrive on 2-16 | HE baskets               |
| one truck loaded on 2-16 arrive on 2-18   | HE baskets & rotor seals |

ALSTOM Power, Inc.  
Air Preheater Company

**IP7\_022356**

**From:** James Nelson<JIM-N@ipsc.com> (Bret Kent)  
**To:** Bret Kent  
**Date:** 12/20/2010 2:09 PM  
**Subject:** Fwd: Re: Job Schedule Change at IPP

FYI

>>> James Nelson 2/6/2004 2:26:28 PM >>>

Gary, thanks for accommodating the air heater work. It would have been quite an undertaking to slide the air heater work. thanks again.

>>> Gary Judkins 2/5/2004 4:17:17 PM >>>

Ted

I told Ron that we wanted to start all 5 rubber expansion joint jobs February 28 and complete them by around March 5 or 6th. Two of these joints need to be moved to the last week of the outage (March 22), due to work stacking problems. They are the two joints coming out of the Air Heaters. Ron was talking a full crew on each joint, so this will mean less crews needed at the start of the outage. The work release number for this work is 45603-7.

Any questions, let me know Gary Judkins 435-864-6880 - I also check this E-mail address often.

IP7\_022357



By way of information.

TEI is receiving and unloading material for the Burners and Air Heaters per the following schedule:

**Monday - Saturday**  
**6:30 AM to 5:00 PM**

Someone from T.S. will be here during this schedule to authorize them onsite and inspect material as it is unloaded.

The following companies are aware of this schedule. Should a truck arrive outside of these hour, they have been instructed that they will have to wait until TEI is onsite to unload them.

**Air Heaters**

Alstom Air Preheater Company  
New Tech Transports (Or a carrier contracted to them)

**Burners**

Advanced Burner Technology  
Pacer (Or a carrier contracted to them)

This is for 2003-2004 FY

Materials: \$1,036,900 (with additional payment of \$276,400 due on July 1, 2004)

Freight: \$165,600

T-Bars: \$14,720 + Freight

Installation: \$447,013

Total: \$1,664,233 + Freight for T-Bars

GOOD MORNING BRET! I AM TRYING TO GET EXACT COUNT ON HOW MANY TRUCKS LOADED LAST NIGHT. I WILL KNOW HERE WITH IN A FEW HOURS. MY BOSS THE OWNER OF THE COMPANY WAS ONE OF THEM. I KNOW THAT WE GOT OFF TO A ROUGH START BUT I THINK WE CAN GET THEM TO YOU ALL BY 2/21 AS PLANNED. I HAVE BEEN TALKING WITH MY BOSS REGULARLY ON THESE ISSUES, AND HE TELLS ME THAT HE BELIEVES THAT WE CAN MAKE THIS HAPPEN. I KNOW JOE FROM ALSTOM THE SALESMAN HAS BEEN CALLING YOU ALOT REGARDING THIS. THIS PUZZLES ME FOR WE HAVE BEEN HAULING FOR THEM FOR OVER FOUR YEARS AND HAVE NEVER MISSED A SENSITIVE DEAD LINE. WHEN I TOOK THIS JOB FROM RALPH HE TOLD ME WHEN THE JOB WAS TO START AND WHEN THEY ALL NEEDED TO BE ON SIGHT. NO TIME FACTOR ON HOW THE LOADS WERE TO BE PICKED UP. I GUESS ALSTOM MADE UP THE SCHEDULE AFTER THE FACT. WELL I WILL BE TALKING TO YOU SHORTLY. THANKS!

Feb 13 04 06:47a

Deborah Amberson

9099266386

p. 1

**FACSIMILE  
TRANSMITTAL**

---

**Name:** Bret Kent  
**Organization:** INTERMOUNTAIN POWER  
**Fax Number:** 435-864-0747  
**From:** Jack Freidberg  
Power Replacements, Inc  
**Date:** February 13, 2004  
**Subject:** Air pre heater T-bars information  
**Pages:** 2

Please review the drawing for correct dimensions and bolt hole spacings as well as number of bolt holes and return



IP7\_022361

Feb 13 04 06:53a

Deborah Amberson

9099266386

P. 1

**FACSIMILE  
TRANSMITTAL**

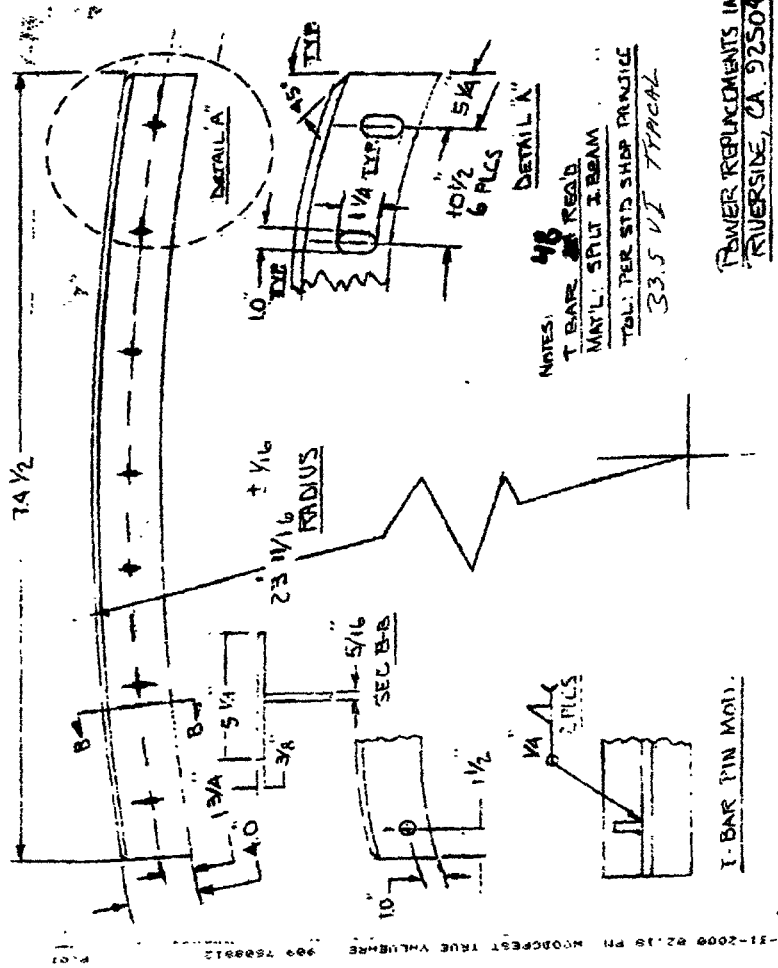
---

**Name:** Bret Kent  
**Organization:** INTERMOUNTAIN POWER  
**Fax Number:** 435-864-0747  
**From:** Jack Freidberg  
Power Replacements, Inc.  
**Date:** February 13, 2004  
**Subject:** Air pre heater T-bars information  
**Pages:** 2

Please review the drawing for correct dimensions and bolt hole spacings as well as number of bolt holes and return.



IP7\_022362



NOTES:  
 48  
 T-BAR PIN MOT.  
 MAY'L: SPOT I-BAR  
 TOL: PER STD SHIP PRACTICE  
 33.5 VI TYPICAL

POWER REPLACEMENTS INC.  
 RIVERSIDE, CA 92504

**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**Date:** 12/20/2010 2:13 PM  
**Subject:** Re: Material Planning for Next Year  
**Attachments:** pic14771.pcx

The seals on this order are at a discounted price because of the volume purchased.

(Embedded image moved to file:  
Bret Kent <Bret-K@ipsc.com>  
04/05/2004 12:38 PM  
pic14771.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA  
cc:  
Subject: Re: Material Planning for Next Year

Security Level:? Internal

Joe,

In pricing the extra set of seals was there any type of discount applied?  
In other words, is the credit back enough that we could turn around and  
buy a full set of rotor seals at a later date?

The idea is that we could take a full inventory after the replacement work  
next year and order out what we are missing.

Thanks,

Bret

>>> <joseph.a.smith@power.alstom.com> 3/23/2004 10:16:07 AM >>>

IPSC has an extra full set of rotor seals on the next order. Does IPSC  
still want the spare set ??

IP7\_022364

(Embedded Bret Kent <Bret-K@ipsc.com>  
 image moved 03/22/2004 12:30 PM  
 to file:  
 pic00658.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA  
 cc: [finnmorehe@hotmail.com](mailto:finnmorehe@hotmail.com), James Nelson <[JIM-N@ipsc.com](mailto:JIM-N@ipsc.com)>, Gary C.  
 Allen/USWEL01/Power/ALSTOM@GA  
 Subject: Material Planning for Next Year

Security Level:? Internal

Joe,

The installation work for Unit 2 is complete, and other than transportation issues, it went very smoothly.

In preparation for next year, I am providing the following list of left over materials. Please adjust your Bill of Materials for Unit 1 material accordingly:

- 1) Cold End By-pass Seal Leaf #99296 T-19.....99
- 2) Cold End By-pass Seal Holding Strips #67599.....76
- 3) Hot End Radial Seal Outer Leaf #67511.....64
- 4) Hot End Radial Seal Holding Strip #67524 T-1.....23
- 5) Cold End Radial Seal Leaf #67791 T-3.....28
- 6) Cold End Radial Seal Leaf #67791 T-4.....30
- 7) Cold End Radial Seal Holding Strip #78084 T-1.....18
- 8) Cold End Radial Seal Holding Strip #78084 T-2.....86
- 9) Cold End Radial Seal Outboard Tab #67953 T-2.....17
- 10) Cold End Radial Seal Inboard Tab #78083 T-3.....24

Items that were found to be in good condition and were not changed out:

- A) Do not send the Axial Seals both the CW and CCW set.
- B) Do not send the Post Seals
- C) Do not send the Cold End Seal Clearance Gauges

The following items were not provided this year, but will be needed for Unit 1.

- i) Complete set of Diaphragm Seals for both rotors.

In addition, please reduce the time required for the Field Service Engineer from 6 weeks to 4 weeks.



Please respond with an updated bill of materials for Unit 1 materials and adjustment (credit) to the contract amount.

Thank you for your help,

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

Joe,

In pricing the extra set of seals was there any type of discount applied? In other words, is the credit back enough that we could turn around and buy a full set of rotor seals at a later date?

The idea is that we could take a full inventory after the replacement work next year and order out what we are missing.

Thanks,

Bret

>>> <joseph.a.smith@power.alstom.com> 3/23/2004 10:16:07 AM >>>

IPSC has an extra full set of rotor seals on the next order. Does IPSC still want the spare set ??

(Embedded Bret Kent <Bret-K@ipsc.com>
image moved 03/22/2004 12:30 PM
to file:
pic00658.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc: finnemorehe@hotmail.com, James Nelson <JIM-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA
Subject: Material Planning for Next Year

Security Level:? Internal

Joe,

The installation work for Unit 2 is complete, and other than transportation issues, it went very smoothly.

In preparation for next year, I am providing the following list of left over materials. Please adjust your Bill of Materials for Unit 1 material accordingly:

- 1) Cold End By-pass Seal Leaf #99296 T-19.....99
- 2) Cold End By-pass Seal Holding Strips #67599.....76
- 3) Hot End Radial Seal Outer Leaf #67511.....64
- 4) Hot End Radial Seal Holding Strip #67524 T-1.....23
- 5) Cold End Radial Seal Leaf #67791 T-3.....28
- 6) Cold End Radial Seal Leaf #67791 T-4.....30
- 7) Cold End Radial Seal Holding Strip #78084 T-1.....18
- 8) Cold End Radial Seal Holding Strip #78084 T-2.....86

about:blank

12/20/2010

IP7_022367

- 9) Cold End Radial Seal Outboard Tab #67953 T-2.....17
- 10) Cold End Radial Seal Inboard Tab #78083 T-3.....24

Items that were found to be in good condition and were not changed out:

- A) Do not send the Axial Seals both the CW and CCW set.
- B) Do not send the Post Seals
- C) Do not send the Cold End Seal Clearance Gauges

The following items were not provided this year, but will be needed for Unit 1.

- i) Complete set of Diaphragm Seals for both rotors.

In addition, please reduce the time required for the Field Service Engineer from 6 weeks to 4 weeks.

Please respond with an updated bill of materials for Unit 1 materials and adjustment (credit) to the contract amount.

Thank you for your help,

~~~~~

Bret Kent  
Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
bret-k@ipsc.com  
<http://www.intermountainpower.com/>

**From:** Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)  
**To:** bret-k@ipsc.com  
**Date:** 12/20/2010 2:13 PM  
**Subject:** Air Preheaters

Hi Bret,

Hope the remaining primary air preheater and secondary drive reducer work is progressing well.

I do wish to have you confirm that rotor support bearing oil levels have been properly established. All too often I find that the oil circulation system has not been operated at the time the bearings are filled. The result is low oil levels on start up. This will be one of the topics covered in the air preheater seminar during my next service visit.

See you about 7:30 Thursday morning April 8th unless notified otherwise.

Harlan

---

FREE pop-up blocking with the new MSN Toolbar - get it now!  
<http://toolbar.msn.com/go/onm00200415ave/direct/01/>

**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**Date:** 12/20/2010 2:13 PM  
**Subject:** Re: Material Planning for Next Year  
**Attachments:** pic00658.pcx

IPSC has an extra full set of rotor seals on the next order. Does IPSC still want the spare set ??

(Embedded image moved to file:  
 Bret Kent <Bret-K@ipsc.com>  
 03/22/2004 12:30 PM  
 pic00658.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA  
 cc: [finnmorehe@hotmail.com](mailto:finnmorehe@hotmail.com), James Nelson <[JIM-N@ipsc.com](mailto:JIM-N@ipsc.com)>, Gary C. Allen/USWEL01/Power/ALSTOM@GA  
 Subject: Material Planning for Next Year

Security Level:? Internal

Joe,

The installation work for Unit 2 is complete, and other than transportation issues, it went very smoothly.

In preparation for next year, I am providing the following list of left over materials. Please adjust your Bill of Materials for Unit 1 material accordingly:

- 1) Cold End By-pass Seal Leaf #99296 T-19.....99
- 2) Cold End By-pass Seal Holding Strips #67599.....76
- 3) Hot End Radial Seal Outer Leaf #67511.....64
- 4) Hot End Radial Seal Holding Strip #67524 T-1.....23
- 5) Cold End Radial Seal Leaf #67791 T-3.....28
- 6) Cold End Radial Seal Leaf #67791 T-4.....30
- 7) Cold End Radial Seal Holding Strip #78084 T-1.....18
- 8) Cold End Radial Seal Holding Strip #78084 T-2.....86
- 9) Cold End Radial Seal Outboard Tab #67953 T-2.....17
- 10) Cold End Radial Seal Inboard Tab #78083 T-3.....24

Items that were found to be in good condition and were not changed out:

- A) Do not send the Axial Seals both the CW and CCW set.
- B) Do not send the Post Seals
- C) Do not send the Cold End Seal Clearance Gauges

The following items were not provided this year, but will be needed for Unit 1.

- i) Complete set of Diaphragm Seals for both rotors.

In addition, please reduce the time required for the Field Service Engineer from 6 weeks to 4 weeks.

Please respond with an updated bill of materials for Unit 1 materials and adjustment (credit) to the contract amount.

Thank you for your help,

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

Joe,

The installation work for Unit 2 is complete, and other than transportation issues, it went very smoothly.

In preparation for next year, I am providing the following list of left over materials. Please adjust your Bill of Materials for Unit 1 material accordingly:

1) Cold End By-pass Seal Leaf #99296 T-19.....	99
2) Cold End By-pass Seal Holding Strips #67599.....	76
3) Hot End Radial Seal Outer Leaf #67511.....	64
4) Hot End Radial Seal Holding Strip #67524 T-1.....	23
5) Cold End Radial Seal Leaf #67791 T-3.....	28
6) Cold End Radial Seal Leaf #67791 T-4.....	30
7) Cold End Radial Seal Holding Strip #78084 T-1.....	18
8) Cold End Radial Seal Holding Strip #78084 T-2.....	86
9) Cold End Radial Seal Outboard Tab #67953 T-2.....	17
10) Cold End Radial Seal Inboard Tab #78083 T-3.....	24

Items that were found to be in good condition and were not changed out:

- A) Do not send the Axial Seals both the CW and CCW set.
- B) Do not send the Post Seals
- C) Do not send the Cold End Seal Clearance Gauges

The following items were not provided this year, but will be needed for Unit 1.

- i) Complete set of Diaphragm Seals for both rotors.

In addition, please reduce the time required for the Field Service Engineer from 6 weeks to 4 weeks.

Please respond with an updated bill of materials for Unit 1 materials and adjustment (credit) to the contract amount.

Thank you for your help,

~~~~~  
 Bret Kent  
 Intermountain Power Service Corp  
 850 West Brush Wellman Rd  
 Delta, UT 84624

ph. (435) 864-6447  
 fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>

Bret:

I apologize that you received incorrect parts. When we quoted TEI we forwarded drawings of bypass angles as well as t-bar drawings. The t-bar drawings were corrected per drawings sent to us by you. Unfortunately, we did not receive the drawing which you sent with the e-mail. Had we received this drawing, we would have amended our quote and manufactured the parts pursuant to the drawing.

Let me know what we can do to assist you in this situation.

Jack Freidberg  
Power Replacements, Inc.  
1-800-491-4017



Jack,

We figured out why the angle pieces you sent us were smaller than we were expecting...

It appears that we did not communicate.

When we talked about Rotor Angles early you were calling then Bypass Angles.

What we received were Bypass Seal Support Angles. What we wanted was Rotor Angles.

See attached. Obviously not our SAH size but it shows the rotor angle. Turned out that they were in pretty good shape so we left them in.

Just curious if TEI requested Bypass Angles?

Let me know,

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

From: Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)
To: bret-k@ipsc.com
Date: 12/20/2010 2:13 PM
Subject: Soot blowing recommendations
Attachments: March 15. soot blowing.wpd

Brett,

Please see the attached

Find things fast with the new MSN Toolbar - includes FREE pop-up blocking!
<http://clk.atdmt.com/AVE/go/onm00200414ave/direct/01/>

From: Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)
To: bret-k@ipsc.com
Date: 12/20/2010 2:13 PM
Subject: Hot walk down of IPP Unit #1 air preheaters
Attachments: HOT WALK DOWN.wpd

Brett,

See attached memo which should supplement the hot walk down sheets for the unit #1 preheaters previously provided to you.

Harlan

Fast. Reliable. Get MSN 9 Dial-up - 3 months for the price of 1!
(Limited-time Offer) <http://click.atdmt.com/AVE/go/onm00200361ave/direct/01/>

HOT WALK DOWN - UNIT #1
IPP AIR PREHEATERS
March 6, 04
H. E, Finnemore

TO: Brett Kent,

To supplement the hot walk down sheets given you previously I would like to add the following comment:

The only area of concern I had resulting from this walk down involved the rotor drive reducer on the 1-A (east) secondary air preheater. This reducer had a prominent "rattling" sound which concerned me. I talked with Quim Bean and he has been closely monitoring this reducer for some months. I am informed that he has seen no increase in magnitude of this vibration over time.

I believe the noise may be originating at the interface of the unloaded auxiliary pinions with the ring gear. Because there is no load on these shafts it is likely the gears are not in contact with the ring gear 100% of the time and are "slapping" back and forth between the driving face of the ring gear and the back face of the ring gear teeth. This could be due to slightly excessive "backlash" clearances, but could also be occurring with normal gear clearances.

I feel it would be advisable to take regular oil samples (monthly?) to check for metallic particles in the oil. As long as no unusual levels exist and, if routine monitoring does not indicate an increase in vibration magnitude there should be no cause for concern. As long as everything continues to remain stable there is every likelihood the reducer will operate until your next scheduled outage. At that time I would recommend checking gear faces for signs of contact on both sides of the auxiliary pinion gear teeth. If my supposition is correct it would be evident in tiny surface disturbances which almost give an engine turned appearance to the gear surfaces.

Harlan

IP7_022377

From: Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)
To: bret-k@ipsc.com
Date: 12/20/2010 2:13 PM
Subject: Re-transmittal of Seminar topics
Attachments: INFORMATIONAL SEMINARIPP AIR PREHEATERSMarch 2004H.wpd

Bret,

After reviewing the original list of agenda topics I decided to add a couple of additional topics for consideration.

you may discard the first list and substitute the attached.

Harlan

Get business advice and resources to improve your work life, from bCentral.
<http://special.msn.com/bcentral/loudclear.armx>

INFORMATIONAL SEMINAR
IPP AIR PREHEATERS
March 2004
H. E. Finnemore

The intent of this presentation is to provide as much information on your AIR PREHEATERS as practical. To accomplish this end it is necessary for all participants to feel free to ask questions at any time during the seminar.

INTRODUCTION:

Review the two types of Air Preheaters at this IPP power plant and discuss work which has been accomplished to date to address various known problems. [Hot LCS; Infrared, detect. Syst.; rotor drive problems (10-AP), hot end spool seals, and now the "Clearflow" conversion.] In addition potential steps to resolve bearing oil problems, and hot end sector plate static sealing.

Go over exploded views of the Air Preheaters to clarify terminology.

Discuss peculiarities associated with installations having dedicated primary Air Preheaters.

PERFORMANCE ISSUES:

TYPES OF HEAT TRANSFER SURFACES AT SITE AND AVAILABLE; advantages and disadvantages of each. (Quick over view)

#A) Original supply vs. "Clearflow"

#B) Applications to coal firing – some discussion of PRB coal

#C) Cleanability - plugging

#D) Material - (C.Q.) (LACR) (GAGE)

#E) Discuss potential causes of plugging, ie: moisture in blowing medium; economizer tube leaks; ash characteristics; carry over from economizer hoppers.

LEAKAGE - AIR TO GAS, and BY-PASS:

A) Impact on fans and air pollution control systems

B) Air to gas consisting of entrained - (rotor speed) direct through various seals (hot & cold end radial & diaphragm seals; axial & pin rack; axial seals; plus axial and sector plate static seals

C) By-Pass leakage - around baskets (basket seals) - around rotor;

D) Methods of reducing - designs on site - state of the art; soft touch; duplex sealing

E) Rotor turn down & thermal distortions - impact on leakage; prior attempts to address resulting leakage; means of controlling & sealing gaps. (Tracking) (hot LCS)

F) Setting of rotor seals - modular & non-modular

STRUCTURAL FEATURES:

A) Air Preheater duct connections - maintenance of expansion joints

B) Air Preheater overall design

C) Rotor support, support radial, and guide bearings

D) Air Preheater rotor - why extra axial space provided in some cases, modular vs. non-modular

E) Air preheater supports & expansion arrangements

F) Axial seal plate and sector plate supports

MECHANICAL FEATURES:

- A) Support bearings - anti-friction vs. Kingsbury type; drive considerations, reliability
- B) Guide bearings - how & why they are loaded - magnitude, tracking
- C) Rotor drives - reducers, motors, couplings, air motors, air supply and flow control
- D) Soot blowers - Retractable vs APCO swing arms - discuss Diamond nozzles also modifications recommended due to "Clearflow" conversion.
- E) Hot end LCS

LUBRICATION:

- A) Lubrication recommendations - synthetic vs straight mineral oils - why such heavy oil
In guide & support bearings, why no EP oils in rotor drive reducers. Considerations for hot LCS
- B) Temperatures of mechanical components
- C) Frequency for checking and replacement
- D) Potential modification of oil circulation system to resolve leakage and oil level problems

SOOT BLOWING RECOMMENDATIONS:

- A) For different element configurations, materials, loose pack/tight pack, "Clearflow"
- B) When there is a hot end plugging problem
- C) Blowing medium requirements - impact on element life
- D) Determining factors for frequency and pressure - impact on element life
- E) High pressure washing

ANY OTHER ISSUES:

- A) Input from plant
- B) If not - perhaps a brief discussion of air preheater fires; causes; what about fire protection?
- C) Replacement of support bearing
- D) Possible SCR conversion & considerations

From: James Nelson<JIM-N@ipsc.com> (Bret Kent)
To: Bret Kent; John May; RalphNewberry
Date: 12/20/2010 2:13 PM
Subject: Air Heater Basket Salvage

We estimate something in excess of \$67,000 (will be more specific when we finalize) to be remitted to IPSC from Western Metals specifically for salvaged air heater basket material. I just need to help ensure that these funds get credited to the air heater project; work order 03-96032. Please let me know if we need to get together or if I can help the process.

Bret will provide a more accurate count to us all as soon as it is available. thanks for your assistance.

From: Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)
To: bret-k@ipsc.com
Date: 12/20/2010 2:13 PM
Subject: Seminar for IPP Personnel

Bret,

Attached is the proposed Agenda for seminar topics.

In accordance with your request, I am perfectly comfortable with giving a number of short seminars on specific topics pulled from the overall agenda to satisfy specific needs and convenience of your operating and maintenance personnel.

If you would circulate the agenda to the appropriate people and have them separate out the topics they wish me to address and divide them into the number of sessions desired; I will tailor my presentations accordingly.

As we discussed, it is my feeling that engineering and/or management personnel will probably wish to have exposure to nearly all the topics. If so, a separate long session would be appropriate specifically for them.

Harlan

Find things fast with the new MSN Toolbar - includes FREE pop-up blocking!
<http://clk.atdmt.com/AVE/go/onm00200414ave/direct/01/>

From: Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)
To: bret-k@ipsc.com
Date: 12/20/2010 2:13 PM
Subject: Field inspection report
Attachments: FIELD INSPECTION NOTESIPP UNIT #2 AIR PREHEATERSMarch4.wpd

Brett,

Attached is the subject report to go with the action item list sent previously.

Get business advice and resources to improve your work life, from bCentral.
<http://special.msn.com/bcentral/loudclear.armx>

FIELD INSPECTION NOTES
IPP UNIT #2 AIR PREHEATERS
March 4, 04

PRIMARY AIR PREHEATERS - #2-A (EAST) #2-B (WEST):

#2-A PREHEATER - s.n.7131:

GUIDE BEARING AREA:

Ambient temperatures were quite high, but bearing oil temperature at the thermometer was only 103F. The oil circulation system was operating with normal pressure and temperature at the controller. Operating oil level is substantially below static FULL condition as marked on the dipstick. This undesirable condition is a result of the circ. System configuration and has existed since erection. Consider replacing existing system with one having separate reservoir sharing same oil level as bearing.

GAS INLET DUCT:

Several holes had eroded through the hot end sector plate static sealing members both sectors resulting in erosion to the bottom of the hot end center section and to the spool. Sketches will be provided for repair.

There was local damage to the by-pass seals adjacent the west sector plate.

While the axial seal plate to sector plate seals remain servicable, they should probably be replaced next outage.

OTHER DEFICIENCIES:

There is considerable erosion damage to the inlet dampers and adjacent duct work. Sketches were provided for repair of the damage and remedial action to greatly reduce or eliminate future erosion.

AIR OUTLET:

The only additional action item noted in this duct involved the need to re-pack the inner packing box of the hot end sector plates with ceramic wool.

HOT END OF ROTOR:

Three "T" bar mounting bolts per sector were severely eroded. These should be protected before failure to avoid loss of the "T" bar. A sketch will be provided.

There was a hole (about 1" dia.) eroded through the hot radial seals about mid-span of nearly every diaphragm. No action at this time, but next outage it might be appropriate to plan on changing the hot radial seals.

This has doubtless been included in past reports, but it should be recorded that the hot end "T" bar has never floated due to welding at the joints. This has caused some wear at the diaphragm intersections, with no contact across the center of the sectors. The "T" is in good condition and I doubt that there is any significant impact on by-pass leakage.

ROTOR HOUSING AREA:

No problems were noted with the pin rack, pin rack seals or axial seals or pinion gear. Axial seal plate static curtains were in good condition, but two of the axial seal plate adjusters were starting to develop excessive clearance. These were the bottom air side - east end, and the top air side west end.

ROTOR DRIVE:

The hot walk down indicated no problems with this drive.

COLD END OF PREHEATER:

A path had been eroded across the face of the east sector plate near the post seal. The plate was eroded all the way through in an area about 3" x 1". This should be slugged and pad welded level with the top of the sealing surface.

As a result of the above, the inboard radial seals had become severely thinned and should be replaced.

Next outage the post seal should be replaced.

During the hot walk down and inspection no problems were noted in the support bearing area other than oil leakage in the circ system pump and piping.

#2-B PREHEATER s.n. 7132:

GUIDE BEARING AREA:

No action items were noted during the hot walk down other than as mentioned on the east primary. Ambient temperatures in the bearing area were, however, more comfortable. Same recommendations apply.

GAS INLET DUCT:

The hot end spool has been severely eroded above the post seal. In the worst area there are two small holes through. Instead of repairing the holes I am directing that a 4" square hole be cut in the spool shell. This will bias pressure within the spool to the negative gas side pressure - reducing velocity of leakage through the post seal and reducing trunnion seal leakage. This should reduce heat input into the guide bearing.

One small hole had eroded through the west sector plate static sealing curtain. This should be patched.

There was localized erosion damage to the by-pass seals adjacent both sector plates. Replace short section.

OTHER DAMAGE:

The same damage to duct walls, pipe braces, dampers and linkage was noted as on the #2-A (east) primary. The linkage was in better condition, but still required replacement. Same recommendations as on the east.

AIR OUTLET DUCT:

As on the east; re-pack the inboard end sector plate packing boxes with ceramic wool.

HOT END OF ROTOR:

The outboard radial seals are badly thinned at their outer ends and should be replaced.
As on the east primary, the "T" bar bolts need to be shrouded to prevent failure.

ROTOR HOUSING AREA:

Same comments as on the east heater. There were no action items except one axial seal plate adjuster was found with excessive clearance - (west top air side). Monitor.

ROTOR DRIVE:

No problems were noted with the drive during the hot walk down or inspection.

COLD END OF PREHEATER:

In the gas outlet duct severe erosion was found in the top of the support center section due to holes in the sector plate static sealing curtain - east side of center. There was also a hole through the static seal on the west side but no damage to structure. Sketches for repairs will be provided.

The inner face of the east cold sector plate was eroded similarly to the #2-A and must be repaired. The flow through this eroded area impinged on the inner radial seals causing them to fail.

In addition to the above, the soot blower appears to have been blowing steam while parked. This has severely eroded three areas of the rotor structure, baskets and seals immediately above the nozzles. As a consequence all radial seals should be replaced; soot blower function checked and steam inlet valve checked.

No problems were noted in the support bearing area. Even the oil piping and pump did not appear to have significant leakage.

SECONDARY AIR PREHEATERS:

NOTE: Refer to attached hot walk down sheets for detailed information on drives and bearings.

Because most of the action items will be addressed as a normal part of the "Clearflow" conversion the inspection notes on the secondary preheaters is greatly simplified. I will therefore include the notes for both secondary heaters together under a single category.

GUIDE BEARING AREA:

No problems were noted in the guide bearing area during the hot walk down. There were no signs of trunnion seal or spool seal leakage. It is apparent the new design spool seal has been effective. This was later found to be in good condition.

Position of the sector plate push rods varied greatly. It will be necessary to confirm or establish correct elevation of the sector plates before setting the hot radial seals.

GAS INLET DUCT:

Sector plate static sealing curtains are in poor condition in some areas though there appears to be minimal impact on leakage at this time. I recommend converting all these seals to our new design next outage, installing the new seals on the air side and cutting off the existing gas side

seals. This will reduce possible interference with sector plate tracking, reduce accumulation of ash on top of the sector plates and in the outer boxes beneath the sector plate drives.

HOT END OF ROTOR:

All radial by-pass seals and "T" bars will be replaced. It was necessary to salvage the diaphragm seals as none were ordered or supplied. Condition of these seals was relatively good. Condition of the post seals was good.

ROTOR HOUSING AREA:

While no problems were noted which indicated an internal problem with the main drive reducers, the west drive was very noisy. I felt the problem was being caused by the reducer being located too close to the rotor causing heavy contact between pin rack and gear. Hugh Loukinas opened the viewing port before the unit shut down and confirmed heavy polishing all the way to the roots of the gear teeth. The reducer should be moved out to provide 29/32" clearance between the roots of the gear teeth and the O.D. of the rack pins in the cold condition. This should smooth out this drive.

The axial seals are in excellent condition and no problems were noted with the pin rack or axial seal plates.

COLD END OF PREHEATER:

The cold end radial seals had been set too high at the inboard end of the west heater so must be re-set this outage. As long as this is required anyway, it is as well to replace them even though they are in good condition. On the east secondary the seals are in good condition and probably should remain in service.

On both heaters the cold end diaphragm seals are in poor condition. If new seals were available it would be prudent to replace them, but without these seals patches may be installed to protect the existing seals from further erosion and seal the small holes through the faces.

No problems were noted in the support bearing area except oil leakage in oil lines and pumps.

From: Harlan Finnemore<finnemorehe@hotmail.com> (Bret Kent)
To: bret-k@ipsc.com
Date: 12/20/2010 2:13 PM
Subject: report
Attachments: March 4.wpd - Pri action items.wpd

FREE pop-up blocking with the new MSN Toolbar - get it now!
<http://clk.atdmt.com/AVE/go/onm00200415ave/direct/01/>

March 4, 04
ACTION ITEM LIST
IPP UNIT #2 AIR PREHEATERS

PRIMARY AIR PREHEATERS:

#1) Repair holes eroded through the cold end sector plate static sealing curtain in the gas outlet #2-B cold end adjacent the cold end spool east and west sides by cutting out and replacing with like material (#12 ga). Patch the holes eroded through the top of the center section, east side of duct center, using a ½" minimum thickness patch plate long enough to cover both holes. See sketch showing the repair.

#2) Repair the holes eroded through the hot end sector plate static sealing curtains of the #2-A Primary in the gas inlet duct by replacing with like material (#12 ga) - both east and west sides. Then pad weld eroded areas in bottom of the center section and hot end spool where damaged by the leakage. — On the #2-B there is only one small hole in the curtain to be patched with no further damage from resultant leakage.

#3) Fill the eroded area of the face of the east cold end sector plate on both primaries, near the post seal by slugging and pad welding. See sketch.

#4) Replace the inboard cold end radial seals on the east #2-A and all cold end radial seals on the west 2-B primaries. Also replace the outboard hot radial seals on the #2-B.

#5) Cut a 4" square hole through the hot end spool shell where marked on the #2-B gas inlet duct and similarly on the #2-A. This has already been accomplished on the secondary heaters and is done to reduce leakage around the guide trunnions and unnecessary heat input into the guide bearings.

#6) Replace damaged hot end by-pass seals - gas inlet - adjacent the sector plates of both primaries.

#7) Re-pack the inboard hot end sector plate sealing boxes both primaries (air outlet).

#8) Shroud the hot end "T" bar attachment bolts - 3 per sector both primaries per sketch.

#9) Check out the #2B-1 soot blower (that at the cold end of the west primary) for a leaking steam inlet valve and defective blow down valve.

#10) Next outage plan on replacing all axial seal plate to sector plate seals both primaries, and cold end post seal on the west #2-B; also the hot radial seals on the #2-A.

#11) Next outage plan to replace the hot end sector plate static sealing curtains on both preheaters. Note: Those on the east primary are in poor condition. Those on the west could be replaced at a some later date if desired.

#12) Next outage monitor the condition of the cold end baskets on the #2-B. Several rings of baskets have been severely damaged by the defective cold end soot blower. It will probably be necessary to replace this layer the next following outage if damage has progressed significantly.

OTHER WORK: (sketches attached)

Erosion damage to gas inlet dampers and adjacent duct work is normally out of the scope of the preheater inspection, but I have inspected this area and have the following recommendations:

#1) Patch the numerous holes in the duct work and replace the eroded damper linkage components.

#2) Cut back ends of damper blades to clear a deflector to be installed along the side of the duct wall above the penetration of the damper shafts.

#3) Install the deflector angle.

#4) Install sealing frame to permit damper blades to seal when closed (on at least one side of each shaft) It should be noted that the damper linkage as presently configured prevents sealing on one side of each blade and also results in a leakage path through each blade on the lower side.

#4) Cover those duct pipe braces which have suffered from serious erosion with an angle approx. 3" x 3" x 3/8". This should be considered a sacrificial member to be replaced as required. This is why welding is specified as 3" on 36" centers.

ACTION ITEMS - CONTINUED

SECONDARY AIR PREHEATERS:

NOTE: Most of the items normally found during an inspection are being addressed as a result of the "Clearflow" conversion. Those items will not be covered below.

#1) The #1-B (west) rotor drive has been experiencing noisy operation. I believe, based on a minimal indication of internal problems from vibration data, that the reducer is located too close to the rotor. Maintenance has confirmed that tooth wear confirms this. The reducer should be moved out to provide 29/32" clearance from the root of the gear teeth to the outside diameter of the rack pins.

#2) There is quite a bit of oil leakage from both heater drive gear boxes. It appears as though most of the oil originates from the breathers. Elevate the breathers approximately 12" above the top of the boxes.

#3) The hot end sector plate static sealing curtains are in poor condition and should be scheduled for replacement next outage. It is recommended the new static seals be installed at the air side (air outlet duct) and the existing removed from their present location. This will reduce installation time for the new seals and help to reduce ash accumulation problems on top of the sector plates and within the box beneath the sector plate drives.

#4) All rotor seals are scheduled for replacement this outage, but the hot and cold end post seals as well as the axial seals are in very good condition. The cold end radial seals are in good condition, but the #1-B (west) need to be re-set. This takes as much time as to change completely so it is as well they be replaced. Those on the #1-A should be satisfactory for continued service.

#5) Elevation of the hot end sector plates appear very inconsistent. Check and refine nominal cold position prior to setting hot end radial seals.

#6) The diaphragm seals were not ordered or supplied. Those at the hot end are in good condition and have been salvaged, Those at the cold end will require patching as the soot blowing medium has eroded various small holes through the faces of the seals. Use ~ #12 ga. Strap 3/4" wide to patch.

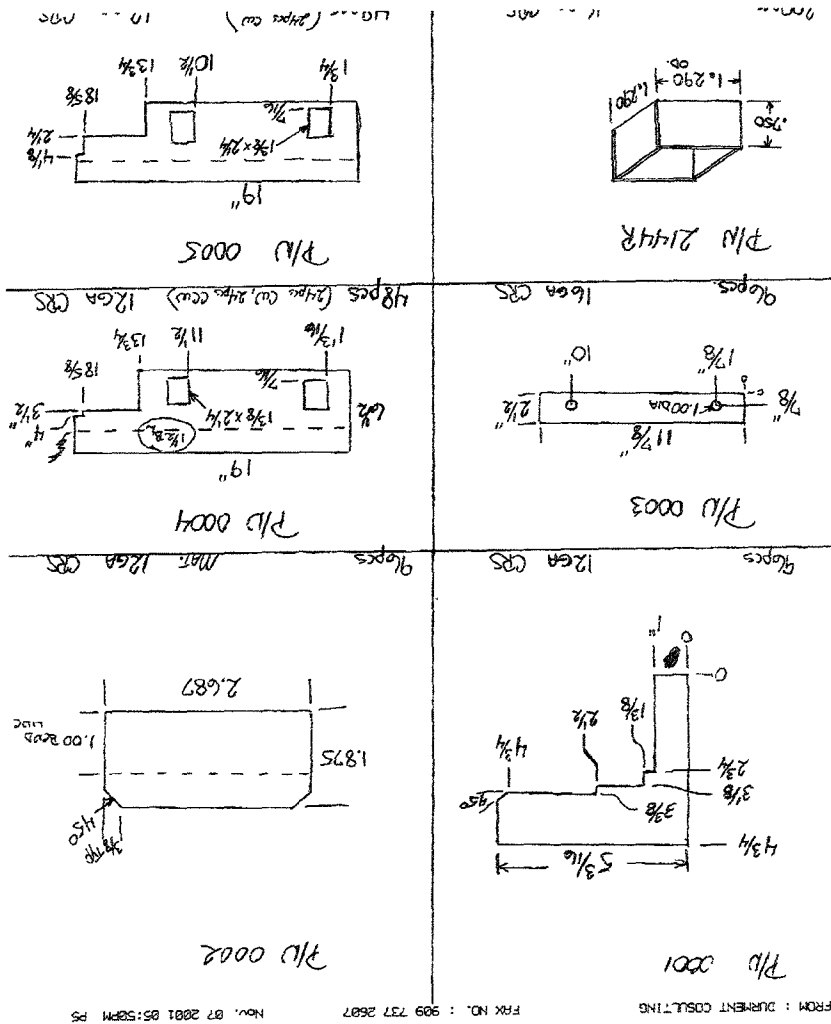
NOTE: At this time there are no additional action items for the secondary air preheaters. While it is recognized that I have not been able to fully access all areas, I have looked at all areas where serious problems are anticipated.

From: IPSCOF.FAXSERVE.FAXserve<FAXserve.FAXSERVE.IPSCOF> (Bret Kent)
To: Bret-K.TS_POST.IPSCOF
Date: 12/20/2010 2:13 PM
Subject: FAX from: 412 269 9351, SUCCESSFUL
Attachments: 063366B0.DCX

Fax received at FS - 03/03/04 06:50:42 from 412 269 9351

2 page(s) (Std), 00:00:26 at 14.4KBPS
Status: No error
063366B0.DCX

IP7_022392





- - F A X - - -

TO Bret Kent

FAX # 435-864-0747

DATE 3-1-04

PAGES (including cover) 2

NOTES Invoice for freight charges
for PO# 04-36853

Thanks,

Sue Sillaman
A/R Manager
ARL, Inc.
412-264-6996 x 104
sues@arlnetwork.com
<http://arlnetwork.com>

IP7_022394



REMIT TO:

ARL, INC
CITICAPITAL COMMERCIAL
P O BOX 836
MOON TOWNSHIP, PA 15108
(412)264-6996
www.arlnetwork.com

INVOICE NUMBER 474269	PICK UP DATE VARIOUS - 2/04	AUTHORITY AIPA	TERMINAL NUMBER 1181 NEW TECH		
SHIPPER ABB AIRPREHEATER MAIN STREET WELLSVILLE NY 14895		CONSIGNEE: INTERMOUNTAIN POWER 850 W BRUSH WELLMAN ROAD DELTA UT 84624			
SHIPPERS B/L INTERMOUNTAIN POWER PURCHASE ORDER NUMBER # 04-36853					
SPECIAL REQUIREMENTS ONE SUMMARY INVOICE REQUESTED					
DESCRIPTION 30 LOADS - NY TO UT 13 LOADS - NY TO UT TARPED	WEIGHT FLAT FLAT	RATE \$3257.25 \$4000.00	ADD.CHARGE	PREPAID	COLLECT \$97717.50 \$52000.00
				C.O.D.	
				FEE	
				TOTAL	\$149717.50

Payments Must Be Made Within 10 Days of Receipt
Past Due Invoices Will Be Subject to a Late Fee of 1-1/2% Per Month (18% Annual)

REMIT TO: ARL Inc. PO BOX 836 MOON TOWNSHIP, PA. 15108 <i>Thank You For Your Business!</i>	CUSTOMER # 88091 07	DATE OF INVOICE 3/1/2004
		INVOICE # 474269
		COMPANY INTERMOUNTAIN POWER SERVICE
		AMOUNT DUE \$149717.50

IP7_022395

Just before I left yesterday afternoon (Friday, Feb 27), I received word that the final 2 truckloads left Wellsville, NY.

Lisa, I referenced the wrong PO. PO #04-45615 is the PO to Alstom. Your PO, as shown, corrected below is PO #04-36853. Sorry for the confusion.

□-----

Lisa,

IPSC is authorizing billing in the amount of \$4000 per load, on the last 13 loads covered under PO #04-36853.

If you have any questions, contact myself or Ralph Newberry (435-864-6544).

Regards,

~~~~~

Bret Kent  
Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
[bret-k@ipsc.com](mailto:bret-k@ipsc.com)  
<http://www.intermountainpower.com/>



**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent; Ralph-N@ipsc.com  
**CC:** ortaville.r.dodson@power.alstom.com  
**Date:** 12/20/2010 2:13 PM  
**Subject:** Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
**Attachments:** shipping schedule feb 20 04.xls; pic15589.pcx; shipping schedule feb 19 04.xls; pic13161.pcx; shipping schedule feb 17 04.xls; pic31172.pcx; shipping schedule feb 6 04.xls; pic17968.pcx; pic27358.pcx; pic26031.pcx; shipping schedule jan 22 04.xls

We received 3 trucks on Feb. 19, 2004. We have 17 trucks of baskets remaining to be picked up.

See attached revised schedule which reflects 2-19-04 shipping activities.

(See attached file: shipping schedule feb 20 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/20/2004 08:19 AM -----

(Embedded image moved to file:  
Joseph A. Smith/USWEL01/Power/ALSTOM  
02/19/2004 04:31 PM (Phone: +585-596-2710, Dept.: HRP)  
pic15589.pcx)

To: Ralph-N@ipsc.com  
cc: Dan A. Hinz/USWEL01/Power/ALSTOM@GA, Ortaville R  
Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

See below, communications between Bret and myself. We have worked to try and get the shipments back on track to meet the last truck at site by Feb. 20, 2004

In the beginning of the shipping process I even had discussions with New Tech to try and help out. These communications did very little as New Tech was hired by your company, so I backed away and tried to keep Bret informed of the progress.

At this time we have 19 truck loads of baskets left for this project. See attached a revised shipping schedule, updated this morning.

As a side note: Through this entire project, starting January 30, 2004, on any given day, we have had no less than 12 truck loads of baskets waiting for trucks to load.

Per our phone conversation of this morning, we are expecting 19 trucks over

IP7\_022398

the next two days to arrive at our shop for loading. Our shipping department will be available to load as late as 10:00 PM each day.

(See attached file: shipping schedule feb 19 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/19/2004 10:24 AM -----

(Embedded image moved to file: pic13161.pcx) Joseph A. Smith/USWEL01/Power/ALSTOM 02/17/2004 12:20 PM (Phone: +585-596-2710, Dept.: HRP)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

See attached revised schedule. This schedule reflects what has happened in reference to the transportation of this equipment to date.

(See attached file: shipping schedule feb 17 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/17/2004 12:15 PM -----

(Embedded image moved to file: pic31172.pcx) Joseph A. Smith/USWEL01/Power/ALSTOM 02/06/2004 10:36 AM (Phone: +585-596-2710, Dept.: HRP)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

See attached a revised shipping schedule. Please notice that if we do not receive the revised number trucks the last truck may not arrive at site on or before Feb. 20, 2004.

IP7\_022399

(See attached file: shipping schedule feb 6 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on  
02/06/2004 10:31 AM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 02/05/2004 04:21 PM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic17968.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>

cc:

Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

We need your help to get back on track. Notice the revised schedule will  
show how many trucks we need from NEW TECH to make the date.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on  
02/05/2004 04:18 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 02/05/2004 04:18 PM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic27358.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>

cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R  
Dodson/USWEL01/Power/ALSTOM@GA

Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

Revised schedule due to the lack of trucks showing up to be loaded.

Bret,  
I will call you.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on  
02/05/2004 04:15 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM

IP7\_022400

image moved 01/23/2004 08:28 AM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic26031.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, William J  
Updyke/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
(Document link: Joseph A. Smith)

Security Level:? Internal

Attached find our proposed shipping schedule for this project. Keep in mind that this could change slightly based on truck availability and or transit time, however, we will do our best to maintain this schedule. Any comments and or questions please contact me.

(See attached file: shipping schedule jan 22 04.xls)

**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**CC:** lawrence.g.cowburn@power.alstom.com; ortaville.r.dodson@power.alstom.com  
**Date:** 12/20/2010 2:13 PM  
**Subject:** Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
**Attachments:** shipping schedule feb 17 04.xls; pic24520.pcx; shipping schedule feb 6 04.xls; pic10940.pcx; pic29560.pcx; pic15147.pcx; shipping schedule jan 22 04.xls

See attached revised schedule. This schedule reflects what has happened in reference to the transportation of this equipment to date.

(See attached file: shipping schedule feb 17 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/17/2004 12:15 PM -----

(Embedded image moved to file: pic24520.pcx) Joseph A. Smith/USWEL01/Power/ALSTOM 02/06/2004 10:36 AM (Phone: +585-596-2710, Dept.: HRP)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

See attached a revised shipping schedule. Please notice that if we do not receive the revised number trucks the last truck may not arrive at site on or before Feb. 20, 2004.

(See attached file: shipping schedule feb 6 04.xls)

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/06/2004 10:31 AM -----

(Embedded image moved to file: pic10940.pcx) Joseph A. Smith/USWEL01/Power/ALSTOM 02/05/2004 04:21 PM (Phone: +585-596-2710, Dept.: HRP)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc:  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

We need your help to get back on track. Notice the revised schedule will show how many trucks we need from NEW TECH to make the date.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/05/2004 04:18 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 02/05/2004 04:18 PM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic29560.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, Ortaville R  
Dodson/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615

Security Level:? Internal

Revised schedule due to the lack of trucks showing up to be loaded.

Bret,  
I will call you.

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on 02/05/2004 04:15 PM -----

(Embedded Joseph A. Smith/USWEL01/Power/ALSTOM  
image moved 01/23/2004 08:28 AM (Phone: +585-596-2710, Dept.: HRP)  
to file:  
pic15147.pcx)

To: Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
cc: Lawrence G. Cowburn/USWEL01/Power/ALSTOM@GA, William J  
Updyke/USWEL01/Power/ALSTOM@GA  
Subject: Re: IPSC Lynndyl Units #1 & 2, LAP-4098/4100 Contract 04-45615  
(Document link: Joseph A. Smith)

Security Level:? Internal

Attached find our proposed shipping schedule for this project. Keep in

IP7\_022403

mind that this could change slightly based on truck availability and or transit time, however, we will do our best to maintain this schedule. Any comments and or questions please contact me.

(See attached file: shipping schedule jan 22 04.xls)

Bruce,

Per discussions with Richard Schmit, the valve to the air drive will be tagged with a caution. The caution will be changed at the start of every shift. With myself or Morris Blacket signed on.

This is because TEI will be rotating the SAH's every 15 min all day long... so that myself and an Operator don't have stand over the valve all day TEI will tie in a valve in series that they will use that valve to start and stop the air heater rotation, this valve will be under TEI's control.

During the time that the SAH's are rotating to pull the baskets, all open doors will be red taped with only a couple of TEI names on the back. TEI's safety procedures will be enforce.

The air heater clearance will need to be hung, at the latest, 18:00 Saturday (Feb 28) night. If you have any questions or need any clarifications let me know.

Bret

>>> Bruce McCann 1/31/2004 4:07:33 AM >>>  
Bret

I am the Tagging coordinator for the U-2 outage. I understand you will be overseeing the Air Heater basket replacements. You will need to forward to me or get in touch with me for any special tagging request or special concerns you might have. I will also want to know what your schedule and expectations will be (when you will want certain clearances etc)

As the outage gets closer, I will want to sit down with you and go over in detail times and clearances you will be involved with.

Thanks

Bruce



Jack,

Please find attached sheets detailing the measurements taken.

We will be down for another day or so. If you could review these as quickly as possible so that if we need to go back in we can before we go back online.

If we need to remeasure and you can't reach me at the office, call me at home:

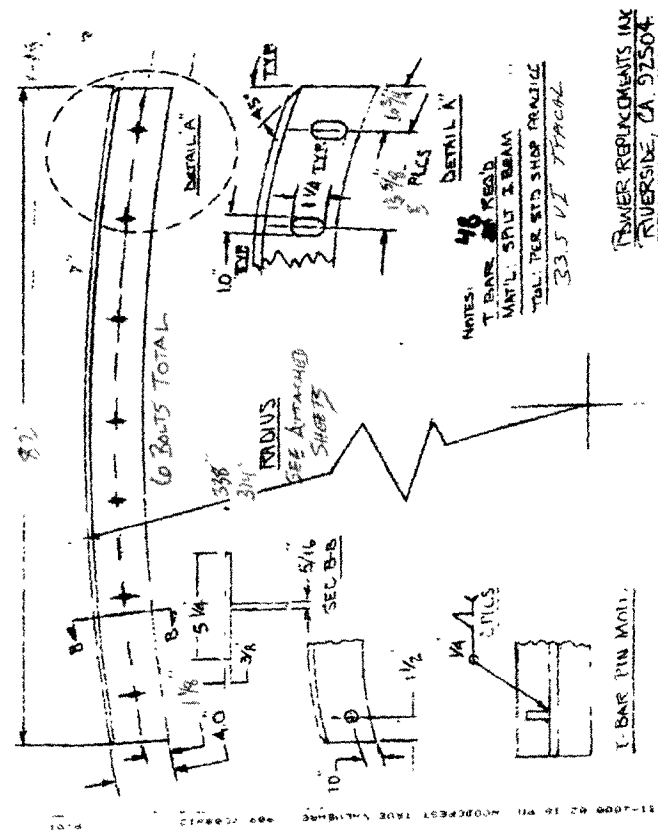
435-857-2434

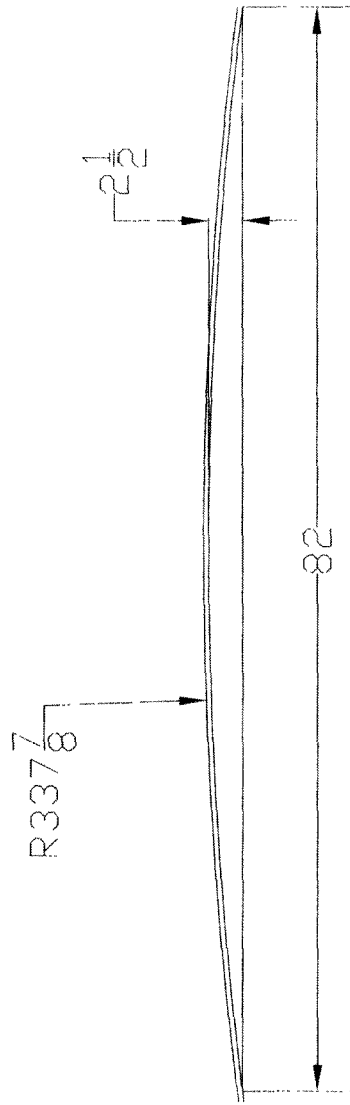
Thanks,

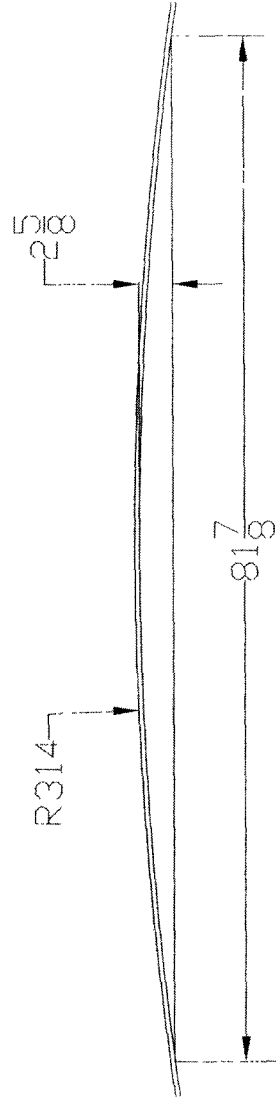
~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>







What is the percentage or dollar savings?

>>> <joseph.a.smith@power.alstom.com> 4/6/2004 10:58:19 AM >>>

The seals on this order are at a discounted price because of the volume purchased.

(Embedded Bret Kent <Bret-K@ipsc.com>
image moved 04/05/2004 12:38 PM
to file:
pic14771.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc:
Subject: Re: Material Planning for Next Year

Security Level:? Internal

Joe,

In pricing the extra set of seals was there any type of discount applied?
In other words, is the credit back enough that we could turn around and
buy a full set of rotor seals at a later date?

The idea is that we could take a full inventory after the replacement work
next year and order out what we are missing.

Thanks,

Bret

>>> <joseph.a.smith@power.alstom.com> 3/23/2004 10:16:07 AM >>>

IPSC has an extra full set of rotor seals on the next order. Does IPSC
still want the spare set ??

(Embedded Bret Kent <Bret-K@ipsc.com>
image moved 03/22/2004 12:30 PM
to file:
pic00658.pcx)

about:blank

12/20/2010

IP7_022410

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
 cc: finnemorehe@hotmail.com, James Nelson <JIM-N@ipsc.com>, Gary C. Allen/USWEL01/Power/ALSTOM@GA
 Subject: Material Planning for Next Year

Security Level:? Internal

Joe,

The installation work for Unit 2 is complete, and other than transportation issues, it went very smoothly.

In preparation for next year, I am providing the following list of left over materials. Please adjust your Bill of Materials for Unit 1 material accordingly:

- 1) Cold End By-pass Seal Leaf #99296 T-19.....99
- 2) Cold End By-pass Seal Holding Strips #67599.....76
- 3) Hot End Radial Seal Outer Leaf #67511.....64
- 4) Hot End Radial Seal Holding Strip #67524 T-1.....23
- 5) Cold End Radial Seal Leaf #67791 T-3.....28
- 6) Cold End Radial Seal Leaf #67791 T-4.....30
- 7) Cold End Radial Seal Holding Strip #78084 T-1.....18
- 8) Cold End Radial Seal Holding Strip #78084 T-2.....86
- 9) Cold End Radial Seal Outboard Tab #67953 T-2.....17
- 10) Cold End Radial Seal Inboard Tab #78083 T-3.....24

Items that were found to be in good condition and were not changed out:

- A) Do not send the Axial Seals both the CW and CCW set.
- B) Do not send the Post Seals
- C) Do not send the Cold End Seal Clearance Gauges

The following items were not provided this year, but will be needed for Unit 1.

- i) Complete set of Diaphragm Seals for both rotors.

In addition, please reduce the time required for the Field Service Engineer from 6 weeks to 4 weeks.

Please respond with an updated bill of materials for Unit 1 materials and adjustment (credit) to the contract amount.

Thank you for your help,

~~~~~  
 Bret Kent

Intermountain Power Service Corp  
850 West Brush Wellman Rd  
Delta, UT 84624

ph. (435) 864-6447  
fx. (435) 864-0747  
bret-k@ipsc.com  
<http://www.intermountainpower.com/>

**From:** <joseph.a.smith@power.alstom.com> (Bret Kent)  
**To:** Bret Kent  
**Date:** 12/20/2010 2:18 PM  
**Subject:** Re: IPSC Unit 1 Schedule  
**Attachments:** unit 1 manufacturing schedule nov 2 04.xls; intermountian er transmittal nov 2 04.doc; pic16840.pcx

Attached find the project manufacturing schedule for Unit #1. Also, find the transmittal letter for the unit #1 erection drawings, which were express mailed to you today.

Everyone here seems to be on top of the scope changes for unit #1.

(See attached file: unit 1 manufacturing schedule nov 2 04.xls)(See attached file: intermountian er transmittal nov 2 04.doc)

(Embedded image moved to file:  
Bret Kent <[Bret-K@ipsc.com](mailto:Bret-K@ipsc.com)>  
10/13/2004 09:36 AM  
pic16840.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA  
cc:  
Subject: IPSC Unit 1 Schedule

Security Level:? Internal

Joe,

Look out to the SAH rotor modifications coming up in March and remembering the headache we had with logistics last year, I wanted to see if you have schedule set up for the Unit 1 material.

The contract asks for all materials to be onsite by February 1, 2005. Please advise with your proposed schedule, so IPSC can get a contract in place for the freight.

I know we have gone around a couple of times. So are we clear on the materials that have been added/removed from the order?

Thanks,







Air Preheater Company  
Project Schedule  
Rotary Regenerative Air Preheaters  
Intermountain Power Unit #1  
P.O. # 0445615  
APX-03062713

|                              | 11/30 | 12/2 | 12/4 | 12/6 | 12/8 | 12/10 | 12/12 | 12/14 | 12/16 | 12/18 | 12/20 | 12/22 | 12/24 | 12/26 | 12/28 | 12/30 | 1/1 | 1/3 | 1/5 | 1/7 | 1/9 | 1/11 | 1/13 | 1/15 | 1/17 | 1/19 | 1/21 | 1/23 | 1/25 | 1/27 | 1/29 | 1/31 |
|------------------------------|-------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| <b>Rotor Modification</b>    |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| One truck required           |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| <b>Cold End Baskets</b>      |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| 23 trucks required           |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| <b>Hot End Baskets</b>       |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| 19 trucks required           |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| <b>Seal Gauges</b>           |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| On same truck as Rotor Mods. |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| <b>Rotor Seals</b>           |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| On last truck of baskets     |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| <b>Basket Seals</b>          |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |
| On last truck of baskets     |       |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |

JAS  
2-Nov-04  
Rev. 0

November 2, 2004

Mr. George W. Cross  
President and Chief Operations Officer  
Intermountain Power Service Corporation  
850 West Brush Wellman Road  
Delta, UT 84624-9546

Attention: Bret Kent  
Contract Administrator

Intermountain Power Service Corporation  
Secondary Air Preheater Element Replacement Hardware  
Intermountain Power Service Corporation Contract Number: 04-45615  
Air Preheater Company Contract: 03062713

Enclosed find (10) ten copies of the following air heater erection drawings:

C-80030675, Basket Sealing Bar Arrangement  
A-80030674, Basket Arrangement  
C-65357-P, General Welding Specifications  
H-78077-A, Radial Seal Assembly  
C-78075, Axial Seal Assembly  
C-99297-A, EE-ZEE <sup>TM</sup> Bypass Seal Field Assembly  
E-98856, Decimal to Fractional Reference Table  
E-99502, Lifting Arrangement  
D-10031472-A, Clearflow Rotor Modifications  
C-10041246, Hot End Seal Clearance Gauge Assembly

Sincerely,

ALSTOM POWER INC.  
AIR PREHEATER COMPANY

Joseph A. Smith, Project Manager  
Heat Recovery Systems  
Enclosure  
Courier service (435-864-6447)

**IP7\_022416**

Joe,

Looking out to the SAH rotor modifications coming up in March and remembering the headache we had with logistics last year, I wanted to see if you have a schedule set up for the Unit 1 material.

The contract asks for all materials to be onsite by February 1, 2005. Please advise with your proposed schedule, so IPSC can get a contract in place for the freight.

I know we have gone around a couple of times. So are we clear on the materials that have been added/removed from the order?

Thanks,

Joe,

Look out to the SAH rotor modifications coming up in March and remembering the headache we had with logistics last year, I wanted to see if you have schedule set up for the Unit 1 material.

The contract asks for all materials to be onsite by February 1, 2005. Please advise with your proposed schedule, so IPSC can get a contract in place for the freight.

I know we have gone around a couple of times. So are we clear on the materials that have been added/removed from the order?

Thanks,

Harlan,

Could you give me a call. I have some questions regarding sector plate setting/location. Also wanted to discuss Oil system mods and training class.

~~~~~

Bret Kent
Intermountain Power Service Corp
850 West Brush Wellman Rd
Delta, UT 84624

ph. (435) 864-6447
fx. (435) 864-0747
bret-k@ipsc.com
<http://www.intermountainpower.com/>

>>> "Harlan Finnemore" <finnemorehe@hotmail.com> 8/8/2004 5:38:57 AM >>>
Hi Bret,

Sorry it has taken me so long to get back to you, but I have been back in N.Y. and Virginia and have not been checking my "E" mail.

Anyway, if you look in the booklets (located in the office I used while at your facilities, there are sketches and descriptions showing the reservoir system. (at least in the books prepared for the engineering presentation)

I will not be back in Salmon before the end of August but will try to be more conscientious in checking my E mail. By the way, I still owe you a seminar for the engineering personnel. Perhaps we could take care of that in September or October.

Harlan

>From: "Bret Kent" <Bret-K@ipsc.com>
>To: <finnemorehe@hotmail.com>
>Subject: Air Heater Support Bearing Lube Reservoir Modifications
>Date: Fri, 30 Jul 2004 10:04:48 -0600
>
>Harlan,
>
>When you were here last, we discussed with Hugh a possible modification
>to theSAH's and PAH's support bearing reservoir. It appears that
>maintenance is persuing this modification. Do you have sketches,
>photos, etc... that could help with the design?
>
>Thanks,
>
>Bret

Check out Election 2004 for up-to-date election news, plus voter tools and more! <http://special.msn.com/msn/election2004.armx>

From: <joseph.a.smith@power.alstom.com> (Bret Kent)
To: Bret Kent
CC: gary.c.allen@power.alstom.com
Date: 12/20/2010 2:18 PM
Subject: Intermountain LAP-4098 Order changes and SCR Element changeout price
Attachments: pic22860.pcx; pic02208.pcx; 4098 & 4100 Perf SCR.PDF; 3GS2060A Quote.PDF

----- Forwarded by Joseph A. Smith/USWEL01/Power/ALSTOM on
08/05/2004 01:05 PM -----

(Embedded image moved to file:
Guy I. Drake/USWEL01/Power/ALSTOM
08/05/2004 11:27 AM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)
pic22860.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc:
Subject: Intermountain LAP-4098 Order changes and SCR Element changeout
price

Security Level:? Internal

Joe,

Did you send the T-Bar quote to IPSC that's below? Gary Allen didn't think
they had it. Please send to Bret.

Guy

----- Forwarded by Guy I. Drake/USWEL01/Power/ALSTOM on
08/05/2004 11:24 AM -----

(Embedded image moved to file:
Guy I. Drake/USWEL01/Power/ALSTOM
06/22/2004 04:01 PM (Phone: +1 585-596-2689, Dept.: Heat Recovery Services)
pic02208.pcx)

To: Joseph A. Smith/USWEL01/Power/ALSTOM@GA
cc: Gary C. Allen/USWEL01/Power/ALSTOM@GA
Subject: Intermountain LAP-4098 Order changes and SCR Element changeout
price

Security Level:? Internal

Information for Bret:

IP7_022420

Changes have been made to current order in house (our 3062713) per request of IPSC to deduct \$10,658.00 from order total, now \$1,339,042.00

In regards to:

ABS Tolerant(tm) Design for SCR we recommend:

42" DN7(tm) Tight Pack 22 gauge LACR-HE

40" DNF(r) Tight Pack Closed Channel 22 gauge Enameled-CE

Thermal performance would decrease by 3 degrees F. Pressure drop would decrease. See attached performance.

(See attached file: 4098 & 4100 Perf SCR.PDF)

The additional cost over the current order is \$691,800.00 to provide the ABS Tolerant(tm) elements for two air preheaters.

Updated TBar quote:

(See attached file: 3GS2060A Quote.PDF)